

SIXTH FRAMEWORK PROGRAMME
PRIORITY 1.6.2
Sustainable Surface Transport



Contract for: CO-ORDINATION ACTION

Annex I - "Description of Work"

Project acronym: **EURFORUM**

Project full title: European Research Forum for Urban Mobility

Proposal/Contract no.:

Related to other Contract no.:

Date of preparation of Annex I: **7th April 2006**

Start date of contract: **1st April 2006**

List of participants:

1. UITP	Union Internationale des Transports Publics	(B)
2. ECTRI	European Conference of Transport Research Institutes	(F)
3. TU Dresden	Technische Universität Dresden	(D)
4. POLIS	Promotion of Operational Links with Integrated Services	(B)
5. CERTU	Centre d'études sur les réseaux, les transports, l'urbanisme et les constructions publiques	(F)
6. ASSTRA	Associazione Trasporti	(IT)
7. EMTA	European Metropolitan Transport Authorities	(F)

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1 PROPOSAL SUMMARY PAGE

European Research Forum for Urban Mobility (EURFORUM)

Thematic Priority 1.6.2:	Sustainable Surface Transport
Objective 1:	New technologies and concepts for all surface transport modes (road, rail and waterborne)
Research Domain 1.9:	Development of concepts for innovative, non-polluting means of transport to achieve a more effective organisation of urban transport of persons and goods that would, as a consequence, result in a more rational use of motorised traffic

(This is the main Research Domain; in addition, Research Domain 1.10 has been addressed).

EURFORUM is a Coordination Action, which will focus on a better and more innovative coordination of research serving urban mobility of persons and goods. Under the term “urban mobility” we also understand transport between an agglomeration and its hinterland.

EURFORUM will cover all private and public transport modes (road-, rail-, and waterborne), and will focus both on technology-oriented and on policy-oriented research. The project shall pay special attention to urban mobility challenges in the New Member States.

The overall objective of EURFORUM is to better structure and better coordinate European research on urban mobility for passengers and goods, by involving all relevant stakeholders in the discussion.

The project will provide recommendations for a coordination of European research actors involved in urban mobility issues to:

- help structure the supply side of European research in this field,
- pave the way to make Europe a real competitive global player in the field of urban mobility,
- reduce the overall cost of urban mobility,
- increase the attractiveness of public transport, walking and cycling, while encouraging a more rational use of motorised traffic.

Core activities of EURFORUM will rely on a wide network of urban mobility stakeholders, participating in EURFORUM Plenary Sessions, where key findings of the project will be discussed and validated.

2 SCIENTIFIC AND TECHNOLOGICAL OBJECTIVES OF THE PROJECT AND STATE OF THE ART

2.1 Background

Around 80% of European's citizens live in urban areas, where 75% to 85% of the gross national product is generated.

Urban public transport is a key issue for Europe. Efficient urban transport systems are critical elements of the functioning and sustainable development of urban areas.

They ensure that:

- all citizens have access to employment, education and recreation facilities, goods, services, and to all other components of urban life - in the context of changing demographic structures and evolving lifestyles,
- the risk of social exclusion is minimised (with respect to people without a car, the young, elderly, unemployed and mobility impaired),
- the distribution of goods is properly achieved,
- the quality of urban life is improved.

A sustainable mobility is a major component of the transport policy defined in the 2001 White Paper: time to decide. A shift towards environmental friendly modes is a challenge of the European energy policy, as defined in the Green Paper on Security of Energy Supply. Many other European Union policies are drastically influenced by the decisions taken on urban mobility and could benefit from better coordinated actions in that regard: just to mention regional development, cohesion, competition, social, industrial, safety and security policies.

This significance of urban mobility provides the background of the proposed Coordinated Action. The scientific input shall be brought, and its relevance achieved, through the participation within the project of ECTRI and main transport research institutes in Europe, as well as of the end users of new services and technologies (operators, local authorities, customers). The relationship with the existing technology platforms addressing partially urban transport (ERRAC, ERTRAC, WATERBORNE, ISTAG) will be guaranteed thanks to the participation of project partners in the existing platform support groups.

The project is also in line with the general objectives for research defined in the European Commission's proposals for the future European research programme FP7 adopted in April 2005: "Building the ERA of Knowledge for Growth", and especially with two themes of Cooperation-Collaborative research:

- Information and Communication technologies,
- Transport.

The project will also take advantage of the works already achieved through the EURNEX Network of Excellence regarding rail research.

More related projects and initiatives are listed in Chapter B.3.8.

2.2 Project Objectives

The overall project aim is to identify and to develop innovative concepts and tools for organising at EU level a proper coordination between all relevant stakeholders concerning research on urban mobility of passengers, as well as goods.

This is going to be achieved through:

- identification of priority research areas in the field of urban mobility which would benefit from a better coordination of stakeholders at European level, taking into account technology-oriented as well as policy-oriented research, with the aim of developing “greener” and “smarter” surface transport and of reinforcing competitiveness of the European public transport industry
- identification and promotion of innovative strategies for clean urban transport and of coordinated information and communication strategies targeting transport users as well as operators and infrastructure managers,
- proposals for urban mobility research, including those identified in existing modal technology platforms,
- development of instruments serving to improve the knowledge base on urban mobility Europe-wide (i.e. across agglomerations),
- definition of tools supporting at the European level urban transport policy development, such as integrated planning and land use planning,
- promotion of intermodality between existing mobility services and of innovative intermodal mobility services in urban areas which would generate transport cost savings through an increased harmonisation of technical and organisational characteristics of those services at European level, and through the exchange of know-how and experiences coming from different transport sectors,
- building up appropriate links between existing modal technology platforms (ERRAC, ERTRAC, WATERBORNE, ISTAG, EIRAC, ACARE, etc.), in order to cover transversal/intermodal issues addressing similar priorities (e.g. Traffic Planning, Traffic Management).

2.3 State of the art

Research on urban mobility is very widespread and diverse. On the European level many initiatives on urban mobility have been developed in FP5 and FP6 which include recommendations for future research activities, e.g. CIVITAS, TRANSITS, VOYAGER, etc.

Additionally, there exist Strategic Research Agendas or similar documents on urban transport research issued by different organisations and stakeholders, in addition to the European Commission’s communications and proposals. Examples are the two Strategic Research Agendas for urban mobility in the European Union developed by ECTRI and UITP, both involved as consortium partners in this Coordination Action.

However, up to now the approach to transport research at the European level has been primarily a modal one: for air, rail, road and waterborne transport. The European Commission actively supported the creation of “technology platforms” in charge of defining the strategy for European research in the various transport sectors (ACARE for air, ERRAC for rail, ERTRAC for road, WATERBORNE, ISTAG for Intelligent Technologies, BIOFRAC for biofuels, etc).

These current advisory bodies are “modal platforms” which represent only to a limited extent a multimodal integral approach of metropolitan and regional transport problems. Additionally, urban matters which are in many cases very specific and can not be compared with long distance transport are often only covered “at the margin”. Even European intermodal initiatives such as RAIFF (Rail Air Intermodality Facilitation Forum) could not reach one of its preliminary objectives of taking on board urban public transport when rail-air intermodality has been addressed.

At the same time, discrepancies between urban transport modes can be observed. While the coverage of urban rail by research initiatives has been rather well developed, things have been different so far in the case of urban bus research.

EURFORUM will offer a chance for a co-ordinated and integrated approach on mobility research focussed on urban areas, where most of the European population lives and most economic activities are concentrated. All urban transport modes will be considered and special attention will be given to intermodal transport research issues.

EURFORUM recommendations will help to offer a better service to the urban transport customer (or specific categories of customers), whatever transport chain they use (a better “mobility for all”).

The objective to bring together all relevant actors and stakeholders on urban mobility research will enforce this integrated approach. An important part of EURFORUM will be to establish links to EU Technology Platforms which also cover urban transport issues. Those are mainly ERRAC and ERTRAC, but also others mentioned above.

The proposed project will though aim at filling the gap between existing technology platforms and help raise the priority of urban mobility research within European, national and local research programmes.

3 RELEVANCE TO THE OBJECTIVES

The research domains addressed by this Coordination Action are:

Main research domain:

- 1.9. *Development of concepts for innovative, non-polluting means of transport to achieve a more effective organisation of urban transport of persons and goods that would, as a consequence, result in a more rational use of motorised traffic*

Secondary research domain:

- 1.10. *Research to develop, compare and assess possible scenarios for the transport system and energy supply of the future taking into account ongoing research outside the research framework programme undertaken by or in co-operation with the Commission. The analysis includes modelling and forecasting and will consider such criteria as the autonomy and security of energy supply, effects on the environment and economic, technical and industrial viability including the impact of potential cost internalisation and the interactions between transport and land use.*

Transport demand in Europe keeps increasing considerably and is accompanied by increasing congestion, pollution and energy consumption, which have been identified by the White Paper on European Transport Policy as the key impediments of mobility systems. The problems are most severe in urban areas, where some 80% of Europe’s population live, and where the phenomenon of shrinking population will not occur, contrary to rural areas.

Transport related problems such as space consumption, accidents, high pollution and greenhouse gas emissions are concentrated in those areas, in addition to social and economic problems aggravated by the congestion. At the same time, the need to assure access to various mobility options for the society as a whole and in particular to those not having access to a private car, is combined with the changing mobility patterns of the population related to new ways of life and demographic changes, and changing legislative framework concerning public transport operations.

Nowadays, more than ever before, sustainable solutions are needed in order to minimise the negative impact of transport on the urban environment through strengthening and promoting well-functioning, attractive, and energy efficient public transport systems, and other sustainable alternatives to the private car like cycling and walking. The project will recommend an adequate basis for that purpose.

The concept developed by the project is that there is currently a large room for innovative co-ordination of stakeholders and decision-makers with regard to urban mobility research developed at the European level with the support of the European Commission. In such an improved co-ordination lies the innovation brought by the project. It would pave a new way to allow for the development of future innovative urban mobility systems and services.

The project partners are aware of the NICHES+ proposal being submitted by a consortium led by POLIS under the same call, and it is understood that alternatives to private car other than public transport shall be covered in more detail by this initiative, as it was the case with the successful NICHES project.

Similarly, BESTUFS II is the point of competence for urban freight. The project partners act in agreement with the coordinators of both projects (in fact, POLIS is both NICHES leader and a partner in the BESTUFS II and EURFORUM consortia; and a letter of support has been provided by BESTUFS II Coordinator – PTV AG).

For the present project, however, a key consideration will be how to better structure, stimulate and promote research serving the European urban passenger transport sector, with particular consideration of the adjustment problems in the New EU Member States.

This does not mean that a sole focus of the present project will be public transport as such. Wider urban mobility issues are tackled by all four proposed Research Areas, and cross-fertilisation with NICHES and BESTUFS will not be limited to letters of support – they will be involved in EURFORUM Plenary Sessions, and information and links to key stakeholders will be exchanged.

4 POTENTIAL IMPACT

4.1 Improving urban mobility

Most actions regarding urban mobility are taken at the local (city) level by local authorities, which often lack of knowledge and political support to co-ordinate and promote their transport program and relevant research programmes. Through the coordination of stakeholders achieved by the project, new mobility concepts and organisations will be discussed and promoted, in line with the recommendations for sustainable mobility put forward by the Commission's 2001 White Paper: Time to Decide. The mobility proposals will therefore get the best opportunities to be later implemented as a result of the project.

4.2 Reinforcing competitiveness

Cities are the economic engines of our democracies. Competitive undertakings, able to create wealth and sustainable jobs, need a well functioning and efficient transport system – first of all, in and around urban areas.

Therefore, in order to be able to achieve the goals set by the Lisbon strategy – so that the EU can become the most competitive, knowledge based economy in the world by 2010, with more and better quality jobs - it will also be necessary to develop more sustainable urban mobility patterns and to stimulate and take advantage of all Urban Transport components (public and private) offering a cleaner, quieter, safer

and more intelligent (energy efficient) and more effective transport solution. The implementation of high quality public transport services should represent the backbone of such urban mobility policies, but other measures such as an improvement of traffic management and an increase of carsharing and other innovative means of transport are also to be considered.

Within this context, the concrete activities which are proposed by the EURFORUM project will contribute to foster the public transport sector, enabling more efficient services to commuters and citizens in general. This in turn will make cities more attractive and competitive, thus reinforcing the objectives of the Lisbon strategy.

The issue of competitiveness is also linked to standardisation. European public transport supply industry as well as PT operators are interested in economically efficient and technically harmonised solutions, such as urban rail modular subsystems being developed under the LibeRTiN (FP5) and the MODURBAN (FP6) projects. The current project will also look at various aspects of technical standardisation. At this stage it should be mentioned that the EURFORUM initiative enjoys full support from UNIFE – European Rail Supply Industry Federation, as well as from UITP Industry Committee.

4.3 Improving the urban environment

The urban environment is increasingly affected by an inappropriate usage of the private car in cities and towns. This has adverse impacts on the health of citizens and the quality of life in Europe's cities. These adverse effects include noise, air pollution, accidents, congestion but also CO₂ emissions contributing to climate change. If nothing is done, CO₂ emissions from road transport will increase by 40% till 2010, undermining the cuts in emissions requested by the Kyoto commitment.

The most powerful strategy in urban areas to decrease those adverse effects produced by the excessive usage of private cars is to develop, through a cooperative approach, a modal shift strategy towards more sustainable, "greener" and "cleaner" transport modes. Clean and high quality public transport, in conjunction with innovative collective transport, cycling and walking, represents an appropriate answer to those challenges.

By developing such approaches from a management point of view but also by looking at the refurbishment of vehicles and development of innovative components, EURFORUM will help public transport authorities and operators as well as the industry, to develop solutions that will help improve the emission levels of air pollutant (by the public transport vehicles themselves but also by attracting more passengers out of their cars), reduce accidents and lead to a better allocation of urban space for different users.

This will be of utmost importance also within the context of the transposition and application of the Air Quality Directive 1999/30/EC on air quality, which limits particulate matter in ambient air from January 2005 and NO₂/NO_x from January 2010.

4.4 Enlargement

The New EU Member States, and in particular the Central and Eastern European Countries, have traditionally had highly developed and effective good functioning public transport systems. After 1989, car ownership exploded in those countries with its correlated accidents and other nuisances, and the ridership in public transport decreased considerably. Nevertheless, still a higher proportion of passenger trips is made by public transport in comparison to Western European cities. This proportion is, however, tending to fall, and the once good public transport systems are declining rapidly, due to a lack of investment. Many of those systems have become outdated

and unattractive. In parallel, the transport research sector in those countries is facing financial and structural problems.

Against this background and in order to avoid the repetition of the errors made in most Western European countries (downgrading their public transport networks, especially their tramway systems), the operators and authorities from those regions will be encouraged to participate in the EURFORUM project as stakeholders, and to use its results. The presence of the T-NEG network of transport research institutes from New Member States, animated by TU Dresden, and the wide contacts of UITP, EMTA and POLIS in those countries should contribute to the successful accomplishment of this aim.

The research recommendations being the output of the project, while addressing issues of shared interest, should be of particular importance to those countries.

In addition, experiences and data gained in East Germany after the dramatic changes in 1989/90, will be incorporated by TU Dresden.

4.5 Employment and Education

An attractive and efficient PT directly and indirectly contributes to improving employment, education, training and working conditions.

The number of jobs in the PT sector itself is closely related to its use. So, fostering public transport and promoting its use will preserve existing jobs and create new ones. There are positive effects on employment in relation to the operators. Expanding services will also create new jobs for the vehicle industry, the building industry and planning agencies.

Public transport also assists social inclusion as it gives access to employment and training even for those without cars, it improves the efficiency of the labour market by increasing the availability of labour, increasing the pool of candidates from whom employers can recruit, and increasing the range of opportunities for applications.

4.6 Quality of Life, Health and Safety

The growth of car traffic especially in cities and in the conurbations has led to congestion that limits mobility. The adverse health effects of current transportation arrangements are causing increasing concern. The World Health Organisation (WHO) has documented in detail the effects of three major issues, pollution, accidents and noise, and there is, furthermore, evidence of the increasing number of people suffering from lack of exercise.

Public transport encourages people to walk and cycle for part of their journeys, promoting health by providing physical activity, decreasing noise and air pollution. So measures which promote alternatives to car use positively contribute to the quality of life in cities. Public transport is also one of the safest modes of transport, promoting it equally improves traffic safety.

Social deprivation is exacerbated for those without access to private transport. Today and also in the future, a large part - if not the majority - of the people all over Europe will not have access to a car for most of their urban trips. This includes not only children and teenagers, but also the middle-aged without a driving licence and/or car, older people and disabled people who are especially dependent upon public transport. Accessible public transport ensures mobility for a broad spectrum of the whole population.

4.7 Community Added Value

The Community Added Value of EURFORUM will mean an improved and innovative coordination of main stakeholders of urban mobility research in Europe, which in turn should impact positively not only the European transport and energy policies, but also numerous other strategic policies: just to mention regional development, cohesion, competition, social, industrial, safety and security policies.

The Community added value will be highlighted throughout the project. The project consortium in itself has been built up in a way ensuring a proper balance between major European bodies interested in urban mobility. It is well geographically balanced across EU 25 and ensures that all relevant knowledge and expertise will be taken into consideration. This coverage is reinforced by a substantial number of urban mobility professionals, who will participate in EURFORUM Plenary Sessions, which shall directly contribute to the overall progress and success. Stakeholders will be selected taking into account their professional background and experience, but also their role in transport policy and strategy building, thus experts can act as vectors, transmitting the recommendations and findings of EURFORUM into their national professional environment.

The project thus will allow the implementation of an improved co-ordination of actors external to the European Commission regarding European research on urban mobility, which would help better take into account the actual needs of local players at the European level in the common interest of all European citizens and clarify what should be covered by European research programs in addition to national or local ones.

EURFORUM will help to clarify the required co-ordination of the various bodies existing within the European Commission (the General Directorates involved in urban mobility research) or created with the support of the European Commission (the numerous technology platforms concerned by urban mobility), regarding European research on urban mobility topics.

A very important impact of EURFORUM will be the increasing awareness of the institutional stakeholders (at European, national and - what is mostly important- at the regional and local level) on the interest of developing research on urban mobility through European research programs and projects, and motivate them for their increased participation in such research projects (they frequently regard European research as irrelevant to their basic needs).

Through an improved co-ordination at the European level of urban mobility partners, it will be able to create a new "spirit" in favour of an harmonisation of public transport sub-systems and services across Europe, which would help reduce the cost of development and operation (including maintenance) of such systems and services and attract new customers ("European travellers").

4.8 Related Projects and Activities

Among others, the following related documents, policies and activities will be taken into account:

- European Research Policy – in particular the Commission's FP7 proposals adopted in April 2005
- European Commission's White Paper "Transport Policy 2010 – Time to decide" and other EC strategic documents and legislation on European transport policy, e.g. the European Commission Communication on a "Thematic Strategy on the Urban Environment" COM(2004)60, the recent European Commission PSR proposal COM(2005)319, the Green Paper

- “Towards a European Strategy for the Security of Energy Supply” COM(2000)769, the Green Paper on Energy Efficiency COM(2005)265, etc.
- Communication from the Commission of 11 January 2006 [COM(2005) 718 final] to the Council and the European Parliament on Thematic Strategy on the Urban Environment (DG ENV)
 - European Technology Platforms in the field of transport and related fields (ERRAC, ERTRAC, WATERBORNE, ACARE, EIRAC, ISTAG, ECTP, BIOFRAC) and their Strategic Research Agendas (SRAs)
 - Existing urban mobility Strategic Research Agendas (UITP SRA, ECTRI - URBAMOVE)
 - “PT 2020” – UITP’s vision of the future development of public transport sector
 - UITP’s Mobility in Cities Database
 - Metro and Light Rail Market Analysis, Suburban and Regional Rail Market Analysis - Research needs (UITP studies undertaken within the ERRAC framework)
 - “Transport Research in the European Research Area” (DG TREN/ Extr@Web)
 - “A comparison of Member States’ public research programmes with the ERRAC SRRRA 2020” (ERRAC)
 - ERA-NET publications relevant to transport and urban mobility (in particular, Transport Research Road Map)
 - The ECMT project: “Implementing Strategies for Sustainable Urban Travel”
 - EPOMM - European Platform on Mobility Management.

Further relevant European projects and initiatives, recently completed or ongoing, which will be taken into account, include:

ADONIS	Analysis and Development of New Insight into Substitution of Short Car Trips by Cycling and Walking
BEST and UTB	Urban Transport Benchmarking Initiative
BESTUFS I and II	Best Urban Freight Solutions
BESTRANS	Benchmarking of Energy and Emission Performance in Urban Public Transport Operations
CIVITAS I and II	Best practices bringing cleaner and better transport for cities
CONNECT	Expert Network on Flexible Transport Services
COUNTERACT	Cluster of User Networks in Transport and Energy Relating to Anti-Terrorist Activities
DUMAS	Developing Urban Management and Safety
ELTIS	European Local Transport Information Service
EURNEX	European Rail Research Network of Excellence
FAMS	Upgrade of Current Demand Responsive Transport Services
GUIDEMAPS	Promotion of Stakeholder Participation in Urban Transport Decision Making (part of CIVITAS)

ISOTOPE	Improved Structure and Organisation for Transport Operations of Passengers in Europe
LIBERTIN	Light Rail Thematic Network
LUTR	Land Use and Transport Research (Research Cluster)
MARETOPE	Managing and Assessing Regulatory Evolution in Local Public Transport Operations in Europe
MODURBAN	Modular Urban Guided Transport Systems
MOSES	Mobility Services for Urban Sustainability
NICHES	New and Innovative Concepts for Helping European Transport Sustainability
NPF-Urban Transp.	National Policy Frameworks for Urban Transport
PLUME	Planning and Urban Mobility in Europe (Thematic Network)
PORTAL	Promotion of Results in Transport Research and Learning
PROMPT	New Means to Promote Pedestrian Traffic in Cities
QCITY	Quiet City Transport
SAFETRAM	Passive Safety of Tramways for Europe
SILENCE	Quieter Surface Transport in Urban Areas
TRANSECON	Assessment of Urban Transport and Local Socio-Economic Development
Tr@nsITS	Mapping of future research for Intelligent Public Transport Systems
TRANSLAND	Integration of Transport and Land-Use Planning
UrBike	Urban Bicycling – Maximisation of Bicycling in Cities
VELOINFO	European Network for Cycling Expertise
VOYAGER	Vehicle for Mobility - Advancing Public Passenger Transport in Europe

This list may be enlarged thanks to the work of WP1 of the EURFORUM project.

5 THE CONSORTIUM AND PROJECT RESOURCES

5.1 The Consortium

The quality of the work undertaken in the EURFORUM project heavily depends on the involved actors. Therefore, it is considered necessary that the consortium combines complementary background organisations involved in the development and provision of public transport. A basic requirement is that the consortium ensures a broad understanding of the urban mobility sector, combining scientific knowledge with practical expertise. At the same time the consortium offers a well-balanced pan-European representation from old and new EU Member States. As a result the consortium is competent in relation to both urban mobility research and development as well as regional differences affecting the use and performance of public transport.

The EURFORUM project will be co-ordinated by UITP, the International Association of Public Transport, which is a world-wide leader in promoting the development of more efficient and attractive urban mobility services, and whose members include the majority of urban mobility operators, authorities and suppliers in Europe. With its long tradition of providing a forum for urban mobility actors, UITP ensures that the EURFORUM Coordination Action acts as a truly robust, comprehensive and representative platform. UITP will be also acting as the main link to the existing Technology Platforms – ERRAC and ERTRAC.

The EURFORUM project will be reinforced by the participation of two major European transport research networks – ECTRI (the European Conference of Transport Research Institutes), and T-NEG (a cooperation platform for Central and East European transport research institutes, managed by TU Dresden).

A key asset will be the presence of the POLIS association as Dissemination Manager. Its wide-spread network will offer sound communication channels in the European cities and regions. Furthermore, the participation of EMTA – European Metropolitan Transport Authorities – will facilitate access to transport decision-makers in the biggest European cities. Finally, key national players such as TU Dresden (Germany), the renowned French urban transport research institute (CERTU), and the Italian Public Transport Association (ASSTRA) will be involved in the project.

In order to ensure an efficient management of the EURFORUM project with all its partners, a hierarchical structure of the consortium will be implemented. The Co-ordinator, the Dissemination Manager and the Workpackage (WP) Leaders are the principal partners of the project, who are in charge of the overall project steering. The WP Leaders are:

- TU Dresden for WP1,
- ECTRI for WP2,
- UITP for WP3,
- POLIS (Dissemination Manager) for WP4,
- UITP (Coordinator) for WP5.

All WP Leaders have been heavily involved in research and management of a large number of key national and European transport projects, aiming at the development of urban mobility, including organisational, technical, financial, and socio-economic aspects. In combination, the principal partners in the EURFORUM project have a very high level of competency and experience in carrying out market and policy

studies, socio-economic evaluations, strategy and policy definition, implementation and project management, awareness raising and training.

The WP Leaders will be supported by partners with complementary scientific expertise and practical experience in the respective priority domains. This will ensure that a broad range of relevant experience and available state of the art knowledge is taken into account. This concerns in particular two networks of universities and institutes:

- ECTRI, consisting of 19 leading European transport research institutes,
- T-NEG, linked to TU Dresden, with nearly 30 transport researchers and professionals from the New EU Member States.

Finally, a broad selection of stakeholders representing all aspects of urban mobility, such as authorities, operators, industry representatives and users, will be involved.

<p>Qualification of the key personnel</p>	<p>Yves AMSLER, UITP - Secretary General's Advisor for Projects and Development</p> <p>Yves is a Civil Engineer from the French "Ecole Nationale Supérieure des Mines" of Saint-Etienne and has a post-graduate degree ("Diplôme d'Etudes Approfondies") of Applied Mathematics from the Institut Pierre et Marie Curie (University Paris VI). He has been working for RATP or its subsidiary companies (SOFRETU, LSTS, SYSTRA, etc.) all over the world for 32 years, mainly as a project engineer, project manager, head of unit, and director-expert consultant. He was seconded to UITP by RATP in January 2001. Within RATP he is Executive Manager for European Affairs, attached to RATP General Directorate. Within EuroTeam he is the expert in charge of, among others, monitoring European railway legislation and European research matters. He is also, within UITP, an Advisor to the Secretary General for Projects and Development.</p> <p>Brigitte OLLIER, UITP – EuroTeam, Director</p> <p>Brigitte is holding a Master of Business Administration, Open University Business School. She is since January 2003 the Director of UITP-EuroTeam. Previously she was responsible at Eurochambres, the European association of Chambers of Commerce and Industry, for the policy co-ordination and formulation related to enterprise policy, single market issues, regional policy and transport. She was also responsible for the implementation and management of EU co-financed projects in those areas.</p> <p>Ulrich WEBER, UITP – EuroTeam, Expert</p> <p>Ulrich has studied geography at the University of Stuttgart and the University College of Swansea. He has been working for four years as assistant of the Board of Directors of Stuttgarter Strassenbahnen AG, the public transport undertaking of the City of Stuttgart. Since May 2003 he is Head of Brussels office of Verband Deutscher Verkehrsunternehmen (VDV) and member of UITP-EuroTeam.</p> <p>Arno KERKHOF, UITP – Manager</p> <p>Arno graduated from Technische Universiteit Delft (NL) and Ecole des Ponts et Chaussées in Paris. He has been Engineer/Head of Research at Grontmij Verkeer & Infrastructuur (Engineering Office in Holland). Subsequently, he worked for five years for TCAR (Rouen Public Transport) in Normandy, France (later part of the CONNEX CGEA Group) as Engineer/Head of Security, and later Manager of International Relations and Member of the Management Board. Since June 2003 he is the Manager of three UITP Divisions: Bus, Industry and Regional Transport.</p> <p>Maciej MADALINSKI, UITP – EuroTeam, Project Manager</p> <p>Maciej has a Master of Arts in International Relations and European Studies from the Central European University, Prague and Budapest, and a degree in Transport Economics from the Warsaw School of Economics. He joined UITP in 2004, after having worked for more than 10 years in the transport sector for various institutions, including BCEOM and Mott MacDonald, being in charge of transport economics/feasibility studies, as well as participating in European projects (Phare, ISPA). He is currently managing the participation of UITP in EU-funded research projects in the field of urban transport. He provides assistance to UITP EU Committee, with particular attention to the New EU Member States.</p> <p>Joachim BERGERHOFF - external consultant</p> <p>Joachim is an experienced manager in the field of public transport. He holds a Master's degree in International Relations from ULB Brussels, and is in the process of obtaining a degree of Master of Public Administration from IDHEAP Lausanne. He has designed and implemented a new multi-operator fare system for urban network and international region of Geneva. Nowadays a freelance consultant, he has worked before 2002 as Deputy Head of Staff of the Wallonian Ministry of Transport and Energy in Namur, and as Assistant to UITP's Secretary General, where he concentrated on the issues of public transport organisation, implementation of innovative mobility policies, project management, and following European legislation in the transport field.</p>
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Partner 2 **ECTRI**

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Name of the organisation	European Conference of Transport Research Institutes	Short Name	ECTRI
Country	France	Type	Non profit organization
Description	<p>The European Conference of Transport Research Institutes (ECTRI) has been officially created on April 2003 as an International non-profit Association registered in France and governed by French Laws. 19 National research institutes, dealing with research in at least 2 transport modes, from 17 Countries are currently represented. It includes 13 Institutes (or Universities) from Western Europe, 5 from Eastern Europe and one from the Western Balkan which represents all together more than 5000 European scientists and research staff in the field of transport. The ECTRI members are focus research-oriented organisms and some raise frontier research issues.</p> <p>The current ECTRI President is Prof. Georgios Giannopoulos, Director of HIT (Hellenic Institute of Transport). The General Secretariat is located in Lyon and managed by General Secretary Jean-Pierre Médevielle.</p> <p>Objectives</p> <p>The emergence of ECTRI reflects the need for consultation, coherence and integration in the building of European surface transport Research Area. In doing so, ECTRI core-area of focus is to work towards a Single European Transport System which will be safe and secure, efficient, cost effective, environmentally friendly and truly multi-modal in the Europe of future. The long term vision of ECTRI is to create a European Virtual Transport Research Institute by incorporating the strengths and potential of all its members and utilize the expertise and/or infrastructure. Beyond this overall vision, ECTRI's main objectives within the European Research Area are:</p> <ul style="list-style-type: none"> - To help achieving the integration of Transport Research by implementing common priorities and programme of work, notably via mobility and training networks and cooperation on 'hard' and 'soft' research infrastructures - To be an independent intellectual body able to advise on key policy issues especially by bringing together practical knowledge and long experience of ECTRI research institutes. - To promote coordinated and high quality European know-how transfer in the field of Transport, notably by encouraging dissemination of research results and knowledge transfer between European researchers, especially in an East-West notion - To provide a platform of exchange for the establishment and development of further research networks, notably with the Eastern Institutes and researchers. <p>Activities – organisation</p> <p>The 3 levels of member (management executives, senior and young researchers - doctorates and post doctorates-) are involved in the activities of the association. These activities can be further specified as follows:</p> <p>Three process-oriented working groups ('Mobility and training', 'hard research facilities' and 'soft research infrastructures') and one thematic WG ('Urban Mobility') have been set up; In the frame of its training activities, ECTRI has notably organised jointly with FERSI first and then with FERSI and FEHRL, two Young Researchers Seminars (Lyon, December 2003 and The Hague, May 2005) that</p>		

	<p>give to young researchers the opportunity to present the results of their research in multicultural and interdisciplinary European tutorials. Besides the WGs, 3 task forces are dedicated to the preparation and publication of State of the art reports, the assessment of launching a scientific Journal dedicated to Transport, and the production of benchmarking reports.</p> <p>On the European scene, ECTRI and its members are involved in ERTRAC and ERRAC Technology Platforms. ECTRI is also participating to the IST Advisory Group and is particularly active in the e-safety Forum. ECTRI also supports its members in formulating joint proposals for research within current FP and other programmes. ECTRI members are far implicated in COST actions and FP6 transport research projects with 50 projects currently running.</p> <p>At least, ECTRI is present on a number of European and International Conferences (WCTR, ITS Europe and ITS World Congress, ETC, TRA, FERSI Conference, RS4C, etc.). It keeps open permanent links with EU representatives for policy formulation advice, with other European organisation (OECD/ECMT) and with US-TRB and similar bodies in Japan, India, China, and Australia.</p>
<p>Qualification of the key personnel</p>	<p><u>ADMINISTRATIVE PART</u></p> <p>The ECTRI staff is specialised in project management, legal issues, and communication issues.</p> <p>Jean-Pierre MEDEVIELLE – ECTRI, General Secretary</p> <p>Jean-Pierre Médevielle is Deputy General Director from INRETS, in charge of European and International relationships for the last 7 years. He is a member of various committees of the US Transportation Research Board and is also a member of OECD Road Transport Research program Steering Committee and member of ERTRAC and eSafety Steering Groups. For the last 9 years, he has been also member of the International Program Committee of Intelligent Transport Systems World Congresses. He was General Rapporteur for the ad'hoc group preparing the surface transport research including automotive domain of the European 5th FRDP, and was very involved in the setting of transport issues within the FP6. He has been elected as Secretary of ECTRI in January 2003 and appointed as Chief Executive Officer of 'Europe Recherche Transport' (ERT) - a private commercial company specialized in co-ordination and management of research projects and networks of excellence within European Framework.</p> <p>Caroline ALMÉRAS – ECTRI, Project officer</p> <p>Post-graduated in European Community law, Caroline Alméras has also followed courses in comparative law at the University of Edinburgh before being recruited in 1999 at the General Secretariat of the European Commission where she spends 2 years in charge of analysing the Commission's internal procedures and official legal documents from the different Directorates-General. In parallels to doctoral studies, she works from 2003 as lawyer for the French Environment and Energy Management Agency (ADEME) where she is in charge, among others, for the management of European and International contracts. Since December 2003, as Project Officer at ECTRI, she develops and coordinates the projects of the Association and manages working groups and task forces.</p> <p>Lucile MENDOZA – ECTRI, Communication assistant</p> <p><u>TECHNICAL PART</u></p> <p>Four members of the international ECTRI expert team specialised in urban mobility issues will directly take part in the activities of the project.</p> <p>Claire PLANTIE-NICLAUSE – ECTRI, Deputy Director for European and International Affairs at INRETS (France)</p> <p>Claire Plantié-Niclause has been Deputy Director for European and International Affairs at INRETS sine 2002. She is graduated in European law and Politics in France and in Italy. She is a specialist or urban transport questions and especially</p>

of institutional organization of public transport. After some time spent in Brussels and Luxembourg with the European institutions she joined 1994 the "Union des Transports Publics" (UTP), bringing together around 160 French urban transport companies. In charge of European affairs, she was seconded part time to UITP-EuroTeam. In 1998 she became Head of UTP European and Legal affairs department. In this position she acts as contracting partner for PCRD 5 projects, especially ISOTOPE and QUATTRO. She joins RATP in 2000, as European Affairs Manager. She was more specifically in charge of the follow up of the draft regulation on public service obligations. Since 2002, she is a member of the Transport and Energy Forum set up by DG TREN.

Etienne HENRY – ECTRI, Senior researcher at INRETS (France)

Doctor in Sociology and Master in Economics, Etienne Henry has 30 year's experience on urban sociology and development affairs. He had been working mainly about and in Latin American cities (LAC), quoting their specificities and similitudes with European urban development schemes. He entered at INRETS (previously IRT) by 1982, being responsible for programs dealing with transport policies, operators and mobility in that region. He leads various research and institutional consultancies, in local partnership, about metros, bus companies, and urban services in among twenty cities. Some works were coordinated and/or disseminated with the World Bank, United Nations and TRL or French universities. Back from Brazil in 2003, he reintegrated first the INRETS Scientific Direction and then the DEST research unit. He recently conceived a comparative program about transport and mega-cities in their impacts on environmental and economic issues (Metropolitan Global Perspectives).

Marten JANSE – ECTRI, Senior consultant at TNO (The Netherlands)

Drs. Marten M. Janse joined the Netherlands Organisation for Applied Scientific Research early 2001 as a senior consultant traffic and transport, after a decade of policy development at the Ministry of Transport, Public Works and Water management. His expertise concerns passenger traffic and transport, more in particular: price policy, innovative transport concepts, and dynamic traffic management. At TNO he leads the internal research programme on price policy, participates in the EU 5FP programme Energy, Environment and Sustainable Development (CyberMove, Netmobil), and contributes to the national perspective on traffic and transport in terms of mobility market.

Barbara LENZ – ECTRI, Head of a Research Group on Transport System Analysis at DLR (Germany)

Prof. Dr. Barbara Lenz is Head of a Research Group on Transport System Analysis at the Institute of Transport Research (DLR-IVF) of the German Aerospace Centre and Professor for Transport Geography at the Humboldt University Berlin. She has more than 15 years experience in the research of production and transport chains. She spent 12 years as senior researcher at the University of Stuttgart, Department for Economic and Cultural Geography, before joining DLR-IVF in 2001. Her main research fields concern economic transformation and its effects on goods transport as well as the impact of ICT on passenger mobility. She has investigated production chains, particularly in the agricultural sector and made contributions to several projects supported by the European Commission, including BISER, POET. As a member of the national working group "Infrastructure and Mobility" she has been studying the interaction of infrastructure and transport.

Other experts that will support the development of the project are:

Linda CHRISTENSEN – ECTRI, Senior Research Scientist at DTF (Denmark)

Neil PAULLEY – ECTRI, Chief Research Scientist in Transport. Div. of TRL (UK)

Cristina PRONELLO – ECTRI, Associate Professor at POLITO (Italy)

Marja ROSENBERG – ECTRI, Senior Research Scientist at VTT (Finland)

Yannis TYRINOPOULOS – ECTRI, Senior transportation engineer at HIT (Greece)

Clara ZAMORANO – ECTRI, Associate Professor at UPM (Spain)

Partner 3 **TU Dresden (two chairs) and T-NEG**

www.tu-dresden.de/srv/; www.tu-dresden.de/vkivb/p-vtc/

Name of the organisation	Technische Universität Dresden	Short Name	TU Dresden
Country	Germany	Type	University/network
Description	<p>TU Dresden will be represented by two chairs: Chair for Transportation and Infrastructure Planning (TUD-vip), and the Chair for Transportation Systems Engineering (TUD-tse). In addition, TUD-vip is responsible for a network of Central and East European transport research institutes (T-NEG) which shall also take part in the project, attached to TU Dresden. This distinction is operational only. As regards financial issues in the project, TU Dresden is always presented as one entity.</p> <p>Presentation of TUD-vip and T-NEG</p> <p>The scientific area of the Chair for Transportation and Infrastructure Planning (vip) of Prof. Dr.-Ing. Gerd-Axel Ahrens is “integrated planning of transportation measures for all modes on all planning levels”.</p> <p>The chair is part of the interdisciplinary Faculty for Traffic and Transportation Sciences “Friedrich List” of the Technische Universität Dresden, where 28 professorships work on transportation issues (www.verkehrswissenschaften.org).</p> <p>TUD-vip focuses within its research area “integrated transportation planning” on processes, methods, data requirements and transportation surveys. Integrated multi-modal system approaches are their major objective. Every 5 years since 1972 it conducts household surveys on transportation behavioural issues in German towns using the standard method SrV (System of Representative Transportation Surveys). The developed data base allows benchmarking and serves as a good basis for modelling. Especially the effects of political changes like in East Germany after 1990 and analogous in new member countries can be well described with the available time series data.</p> <p>TUD-vip offers analytical and practical experiences in developing integrated transportation plans for more sustainable traffic. As a better basis for this work, TUD-vip tries to achieve a more consistent inter-modal data base to improve comprehensive demand modelling. Before returning to the research community, Prof. Ahrens was for ten years the head transportation planner in the German state and city of Bremen. With this practical experience, participation and communication became important areas of interest and research to achieve consensus in transportation planning processes easier.</p> <p>Next to Prof. Ahrens as head of the chair, the professor emeritus Prof Dr.-Ing. habil. Kurt Ackermann, Prof. Dr.-Ing. habil. Ernst Schöppe and lecturers from external institutions like Prof. Dr.-Ing. habil. H. Hermann Saitz and Dr.-Ing. Alexander Badrow, the TUD-vip staff includes 9 scientific researchers, 15 – 20 student research assistants and two administrative employees.</p> <p>At present TUD-vip is internationally involved in:</p> <ul style="list-style-type: none"> - the European UrBike-project - the EU-enlargement project GRENAH “Development of Border Crossing Planning Tools for Public Transportation” - the OECD/ECMT-project “Tackling Congestion in Large Urban Areas” <p>On the German national level the following projects funded by the federal research and transportation ministries are being worked on:</p> <ul style="list-style-type: none"> - Cooperative Approaches with Integrated Cross Border Transportation Planning on the Regional Level – Experiences, Requirements on Cooperation, Methods and Data Base in the German-Czech-Polish Border 		

	<p>Area (KAGIV)</p> <ul style="list-style-type: none"> - Transportation in Shrinking Cities – Effects of Population Shrinking and Aging on Urban and Transportation Development - Utility and Stability of Transportation Behavioural Parameters Differentiated According to Spatial Categories - Congestion in Metropolitan Areas – Causes, Effects, Solutions. <p>Among the completed projects worth mentioning are</p> <ul style="list-style-type: none"> - Planning for the handicapped - Traffic calming - Integrated data base for transportation planning in the area Nürnberg, Fürth, Erlangen - SrV – urban household travel surveys in the years 1991, 1994, 1998, 2003 after the political changes in Germany (2003 34 cities participated) - Adjustment of planning methods in East Germany to new standards and requirements (Stadtumbau Ost). <p>T-NEG was founded in September 2003 on the basis of the Dresden Memorandum as a research network for harmonization and integration of transportation in the new EU-member countries. According to the Dresden Memorandum, T-NEG is a transportation science network for harmonization and integration of the transportation research in the New EU Member countries. It is designed to make best use of the academic and professional potential and possibilities in transportation through more exchange, communication and cooperation.</p> <p>Research and implementation of programmes will be initiated, operated and communicated by the partners. Main goals are:</p> <ul style="list-style-type: none"> - Exchange of know-how and research results - To initiate joint projects - Mutual consultation of selected national projects - Regular exchange of ideas through joint meetings and conferences. <p>The work and communication of T-NEG mainly takes place in two annual conferences in the member countries. TUD-vip organises, initiates and carries out the work tasks and functions as the secretariat of T-NEG. The management activities of TUD-vip are supervised by the three speakers of T-NEG as named above.</p> <p>In EURFORUM, TUD-vip will act as the project partner for the whole network and agreed with selected T-NEG partners to obtain their advice, consultation and participation in workshops on the basis of individual contracts. Detailed scope of work and selection of T-NEG partners will be defined after the Kick-off meeting and will be presented in the Inception Report.</p> <p>Presentation of TUD-tse</p> <p>In addition, the Chair for Transportation Systems Engineering of TU Dresden (TUD-tse) will provide advice to the project on issues linked to transport safety and security.</p> <p>The Chair of Transportation System Engineering is primarily focused on the system fundamentals of transportation systems. Main research and training subject are the analysis, design, optimisation, modelling and simulation of transport processes and technologies. Furthermore the aspects of quality of transportation systems and services (reliability, availability, maintainability, safety and security) lie within the scope of the institute. One major field of studies is dedicated to the guided transportation systems for urban as well as for long-distance traffic and their potential for complete automation. The design, assessment and optimisation of complex transportation systems also take into consideration the life cycle cost approach.</p>
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<p>Qualification of the key personnel</p>	<p>Chair for Transportation and Infrastructure Planning (TUD-vip):</p> <p>Gerd-Axel Ahrens, TUD-vip – Professor and Head of the Chair for Transportation and Infrastructure Planning, Dean of the Faculty of Traffic und Transportation Sciences “Friedrich List” of the Technische Universität Dresden.</p> <p>Gerd-Axel Ahrens graduated and obtained the doctor degree in civil engineering at the Technical University in Braunschweig. For two semesters he was a Fulbright-student at the Carnegie-Mellon University in Pittsburgh, PA, U.S.A. He worked as a consultant engineer in Vienna, Austria, got a special training for technical administrative positions (2. Staatsprüfung) and did for six years research for the German Environmental Protection Agency (Umweltbundesamt Berlin) in the area of transport and environment.</p> <p>From 1991 until September 2000 he was the head of the Department of Transportation in the Freie Hansestadt Bremen and got a call from the Technische Universität Dresden in the year 2000. He is an active member of various German national transportation research institutions and got appointed in to the Scientific Board of the Federal Ministry of Transport in Germany in 2002.</p> <p>Dipl.-Ing. Jeannette Klotzsch, TUD-vip – Graduate Engineer (Transportation Sc.) Main area of expertise: public transport, cross border planning</p> <p>Dipl.-Ing. Anne Pitrone, TUD-vip – Graduate Engineer (Transportation Sc.) Main area of expertise: transportation planning for shrinking and elderly population</p> <p>Dipl. Geogr. Marzena Schöne, TUD-vip – Graduate Geographer Main area of expertise: integrative cross boarder planning, New EU Member States, spatial planning</p> <p>Potential T-NEG partners:</p> <p>CZECH REPUBLIC: Josef Mikulík, PhD, Czech Transport Research Center (CDV)</p> <p>ESTONIA: Prof. PhD Mall Villemi - Associated professor of Tallinn Technical University, Faculty of Economics, Road Institute and private consultant of Tallinn Technical University</p> <p>HUNGARY: János Monigl, PhD, Managing Director of TRANSMAN, Budapest, and Titular Professor at the Budapest University of Technology and Economics</p> <p>LATVIA: Prof. Igor Kabashkin, Riga Transport and Telecommunication Institute</p> <p>LITHUANIA: Prof. PhD Algirdas Sakalys - Deputy Director of Transport Science Institute (TRI) within Vilnius Gediminas Technical University (VGTU)</p> <p>POLAND: Prof. DrSc. PhD. Andrzej Rudnicki, Krakow Technical University</p> <p>SLOVAKIA: Prof. DrSc. PhD. Ladislav Skýva - Vice-Director of the Centre for Transportation Research (CETRA) at University of Zilina</p> <p>SLOVENIA: Prof. Stanislav Božičnik - economist, teacher and researcher at the University of Maribor, Faculty of Civil Engineering.</p> <p>Chair for Transportation Systems Engineering (TUD-tse):</p> <p>Prof. Dr. rer. nat. Jörg Schütte - MSc, PhD (Physics) Research interests: All fields of transportation, in particular train controls and public guided transportation Previous relevant experience: Research Associate - Harvard University, Project Manager – CERN, Director Train Controls at Siemens Transportation/Germany, Senior Vice President at Matra Transport International/France.</p> <p>Dr.-Ing. Sven Scholz – Graduate Engineer (Transportation Sciences) Research interests: transportation telematics, intermodal traffic control and management, aspects of safety and security.</p>
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Partner 4 **POLIS**

www.polis-online.org

Name of the organisation	Promotion of Operational Links with Integrated Services	Short Name	Polis
Country	Belgium	Type	Association
Description	<p>Polis is a platform for dialogue and cooperation on current transport issues for cities and regions around Europe. It currently represents over 65 cities and organisations from 18 European countries. Polis conferences, thematic workshops, publications and in-house expertise create opportunities to its members to exchange experience and forge partnerships among themselves, and also with the industry and the research community, to develop innovative solutions.</p> <p>Objectives</p> <p>The objective of Polis is to support European cities and regions to improve the quality of life of their citizens through innovative measures for reducing congestion, lowering polluting emissions, enhancing safety, and offering better and equal access to transport services. The Network facilitates access to European initiatives and research programmes for its members, which support investigations concerning solutions for urban and regional mobility, including air quality, integrated transport management, demand management, mobility services, road safety, transport and land use planning, intelligent transport systems, and freight solutions. Research is turned into innovative systems and services to support sustainable mobility policies locally. Polis also provides decision-makers with strategic information and other tools to improve urban and regional transport, and it advocates the development of an adequate policy framework at the European level to achieve sustainable mobility in cities and regions.</p> <p>Key competences</p> <p>Polis has a longstanding experience in developing innovative solutions for local transport, as this has been the main scope of the network since its creation. Polis has therefore supported EU projects and local activities in this field since 1989. Polis ensures the dissemination of the results in many EU projects. Polis also supports cities and regions in implementing innovative solutions through focus groups, seminars and individualised guidance and advice. Polis manages demonstration work-packages in several Integrated Projects and coordinates end-user groups in industry-led projects. Polis acts as a facilitator between the EU projects and their end-users in cities in publishing guidance and policy notes aiming at supporting the use of project results by cities and regions.</p> <p>Polis participates in the main EU advisory Committees from DG TREN, research, Environment and is a member of ERTRAC support group.</p> <p>The Network has been involved in several EU projects, including:</p> <ul style="list-style-type: none"> • ASK IT on mobility support through IT for disabled people • VOYAGER on developing a vision for public transport • CONNECT on demand responsive transport • METEOR on CIVITAS support • CUTE on hydrogen vehicles and supply • SILENCE on urban transport noise abatement • UNI-ACCESS on transport accessibility • PLUME on land use and transport planning • OPTIPARK on innovative parking solutions • INSAFETY on road safety infrastructure • PILOT on sustainable urban transport planning • CITEAIR on air quality. <p>Polis is the coordinator of the current NICHES project.</p> <p>Polis staff is composed of 7 people, all with higher education.</p>		

<p>Qualification of the key personnel</p>	<p>Persons Involved in the Project:</p> <p>Karen Vancluysen, POLIS - Senior Research Coordinator</p> <p>Karen Vancluysen is Senior Research Coordinator at POLIS. She has a Masters degree in Germanic Philology from the Catholic University of Leuven, and followed additional training in Transport Studies (Catholic University of Leuven and Flemish Foundation of Traffic Science). From 2002-2004 she was Policy & Project Officer and then Network Manager at ACCESS-EUROCITIES for a New Mobility Culture. From 1998-2001 she worked as project manager at Langzaam Verkeer (Centre for Mobility Management). She has been involved in many EU transport projects since 1998 as partner, workpackage leader and project coordinator. Currently she is coordinating the NICHES and PILOT projects.</p> <p>Leire Iriarte, POLIS - Project Officer</p> <p>Leire Iriarte is Project Officer at POLIS. She has a degree in Biological Sciences from the University of Navarra, Master in Human Ecology from the Free University of Brussels (VUB) and she is finishing a Master on Transport Management from the Free University of Brussels (ULB). Since November 2002 she has been involved in several EU projects. Currently she is coordinating the NICHES project together with Karen Vancluysen.</p> <p>Sylvain Haon, POLIS - Press, communication and policy officer</p> <p>Sylvain Haon is press, communication and policy officer at POLIS. He has a Diploma of Political Sciences in Lyon, and specialised in transport policy since 1999. Sylvain has been the head of the Brussels office of the French Railways national company SNCF in 2000-2001, where he followed in particular the EU legislative framework. He was the advisor to the SNCF CEO on European affairs and represented SNCF in several EU advisory committees and organisations. In 2002-2003 Sylvain made a MBA in the London School of Economics. Since April 2003 he is Polis press and communication officer and follows the EU legislation and the freight transport sector, especially the BESTUFS project. Currently he is coordinating the PILOT project.</p>
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Partner 5 **CERTU**

www.certu.fr

Name of the organisation	Centre d'études sur les réseaux, les transports, l'urbanisme et les constructions publiques	Short Name	Certu
Country	France	Type	Governmental agency
Description	<p>Certu is a technical agency of the French Ministry for Infrastructure, Transport and Spatial Planning which was created in February 1994.</p> <p>The main objective of Certu is to build up and share the knowledge available on a broad variety of urban issues. To fulfil its mission, Certu carries out studies, (including statistics and observation studies), participates in experiments and innovative projects with cities and research centres, develops methods and tools, and disseminates them through its publications, its Web sites, monthly newsletters, training sessions, conferences, technical recommendations and articles in the specialised press. Since 1994, Certu has already published more than 500 books, CD-ROMs and software programs.</p> <p>Certu constitutes a link between the research world on the one hand and practitioners and decision-makers on the other. It also acts as an interface between actors at national and local levels. Its steering committee represents all urban stakeholders and is composed of representatives of central government, local authorities, professionals (engineers, architects, urban planners, transport planners), users and travellers associations.</p> <p>At an international level, Certu has represented France in OECD working groups, has been engaged in bilateral cooperations and has assisted international organisations such as the World Road Association (PIARC) for many years. Certu staff regularly participates in international conferences and is a member of the programming committees of organisations such as the Transport Research Board (TRB) and the Association for European Transport (AET).</p> <p>At the European level, Certu assists the European Commission by representing France in several committees and taking part in project proposal evaluations and activities that help the EU define its future research policy.</p> <p>As a partner in European projects and bilateral cooperations, Certu:</p> <ul style="list-style-type: none"> • Shares its experience on methodological studies and its ability to create links between the world of research and practitioners; • Provides its expertise on the French legal framework, best practices and local case studies; • Disseminates EU project results through seminars and publications. <p>Since its creation, Certu's activities have benefited more than 40 European research projects and COST actions.</p> <p>In particular, Certu has recently been involved in projects such as VOYAGER, Tr@nsITS, PLUME, PROMPT, VELOCITY and is in charge of the coordination of the working group "Information to traveller" of the ERA-NET Transport.</p>		

<p>Qualification of the key personnel</p>	<p>Jacques Bize - Head of Division "Technologies for public transport and related services" Graduated as Civil engineer and post-graduated in Transport Economics, he was Head of different units of the Ministry of Transport local agency in Lyon. (1979) and then seconded as Project manager to the Lyon's transportation local authority (SYTRAL, 1985). He later joined the Land Transport Directorate of French Ministry of Transport, where he was in charge of the follow up of research and innovation in the field of public transport. He is currently Head of Public Transport Engineering Division within CERTU and is responsible for the research and development in the field of PT and especially in the IST application to Public Transports. He has worked recently on the Tr@nsITS project.</p> <p>Thierry Gouin – Head of Division "Organization and evaluation of transport networks". From 1994 to 2002, as head of the “Organisation of transports” group, within the Centre for Technical Studies of Ministry of Public Works in Lyon, he has had the opportunity to advise local authorities for the organisation and decentralisation of their public transport services. At Certu, since 2002, within the “Mobility and transportation” department, his expertise fields cover urban and non urban transportation, especially: institutional and legal framework, organization of networks, assessment of transport projects and policies at national or local level. As an expert on those topics, he is involved in cooperations and projects at the european and international levels.</p> <p>Marie-Odile Gascon - Head of Division "Mobility studies" In the “mobility and transportation” department, coordinator of the “mobility studies”, a team of five people working on survey methods in urban areas and analysis in the transport policy and mobility field : harmonisation and control of the consistency of the surveys to make them comparable in time and space, in order to meet the needs of local authorities as well as government needs. M.O. Gascon has been the coordinator of the SESAME project (FP4) and actually takes part to the COST 355 (working group about national transport surveys).</p> <p>Jacques Nouvier – Head of division “Traffic management and telematics” Jacques Nouvier is an engineer in electronics, and he has been involved in traffic management since 1972. Jacques developed very early an interest in ITS and he has been involved in numerous European projects. At CERTU, Jacques is in charge of the “Traffic management and Telematics” Unit. He is specially interested in the role of ITS for improving road safety, and more generally in all ITS applications. Furthermore, Jacques is the chairman of the OECD group dealing with “speed management”.</p> <p>Hubert Trève - Project Manager in the "Road safety and traffic calming" division Hubert Trève is an Engineer in Physics of I.C.P.I. (1970), with diploma of the Institute for Enterprise Management (IAE) de Lyon. After 15 years as safety engineer at CETE de Lyon, he worked at ISIS (engineering company), at the Regional Equipement Direction Rhone-Alpes, and then went to CERTU in 1994 where he is in charge of safety activities. His recent activities include work for the French research program PREDIT on road safety.</p> <p>Catia Rennesson - Project Manager in the "Road safety and traffic calming" division Catia Rennesson is a civil engineer graduated from the French “Ecole Nationale des Travaux Publics de l'Etat” in Lyon. She has been working since 1987 for the French Ministry of Transports. From 1987 to 1994 in CETE Normandie-Centre (an inter-regional centre for technical studies) as head of studies groups specialised on the topic of road safety. Since 1994, in Certu, as manager of projects in the field of road safety and urban design. She is more especially in charge of traffic calming and pedestrians' studies, including the European project PROMPT - “New means to promote pedestrians traffic in cities” (2000-2004).</p>
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Partner 6 **ASSTRA**

www.asstra.it

Name of the organisation	Associazione Trasporti	Short Name	ASSTRA
Country	Italy	Type	Association
Description	<p>ASSTRA (Associazione Trasporti) is the National Association of Local Public Transport in Italy.</p> <p>ASSTRA represents a network of more than 200 companies which are operators running not only urban and suburban public transport services on buses, tramway, trolleybuses, metropolitan railway , light rail, waterborne transport, but also tourist and school services, parking areas and towing away of vehicles.</p> <p>It was born in 2001 from the merging of Federtrasporti, the organization representing public companies of local transport, and Fenit, the association of regional private railway companies. Both these Associations have been existing for more than 60 years.</p> <p>The associated companies provide 100% of urban public transport and around 75% of suburban and regional public transport in Italy. They employ almost 100.000 people, and have about 35.000 vehicles covering more than 1.600 million km every year on a network of 210.000 km and transporting about 5 billion passengers in more than 5.000 Italian municipalities with an overall population of 53 million people.</p> <p>ASSTRA mission is to be at the forefront of collective mobility representing the interest of its members in front of governmental authorities, policy-makers, Trade Unions, economical, political and social organizations, both national, European and international.</p> <p>ASSTRA acts to create awareness of policy-makers and public opinion on the social, economical and environmental role of local public transport according to the principles of <i>sustainable development</i>.</p>		

<p>Qualification of the key personnel</p>	<p>Guido del Mese, ASSTRA – General Manager</p> <p>Guido del Mese got a degree in Law in 1969, University of Rome “La Sapienza”, with an advanced specialization in Administrative Sciences. After 10 years experience as lawyer for ATAC, the public transport company in Rome, in 1983 he was appointed Head of Legal Affairs at Federtrasporti and became its General Manager in 1993. Since 2001 he is the general Manager of ASSTRA. He has been member of many Ministerial Commissions on public transport and mobility issues and has participated as expert on the legal framework of Italian transport in the European projects QUATTRO, FISCUS and PSO. Currently he is participating in the EU-funded project COUNTERACT (Cluster Of User Networks in Transport and Energy Relating to Anti-terrorist ACTivities).</p> <p>Daniela Carbone, ASSTRA – Head of Innovative Technology Department</p> <p>Daniela Carbone is a Transport Civil Engineer from the University of Rome “La Sapienza”. After more than 10 years experience as consultant on transport and traffic related issues at ENEA (Ente per le Nuove Tecnologie, l’Energia e l’Ambiente), CNR (Centro Nazionale Ricerche), AISES (Associazione Italiana Segnaletica e Sicurezza) and Federtrasporti, in 2001 she has been appointed Head of the Innovative Technology Department in ASSTRA. She has participated in several technical committees, both at national and international level. Currently she is member of AIIT (Italian Association for Traffic Engineering and Transport), UITP Bus Committee and UITP High Level Group “Building a sound future for the bus business”.</p> <p>Francesca Pico, ASSTRA – Special Projects Officer</p> <p>Francesca Pico graduated in Demographic and Statistical Sciences in 2000 and then got an advanced specialization in Operational Research and Strategic Decision Making at the University of Rome “La Sapienza”. Since 2001 she has been working for Asstra in the Special Projects Department managing the participation of ASSTRA in national and European projects and initiatives related to public transport issues in close cooperation with ASSTRA General Management and the International Affairs Department. At present she is in charge of the Italian coordination of the Leonardo Project CTUE (Conducteur de Transports Urbains en Europe: Compétences et mobilité, de la culture de métier à la qualité de services) and she is among ASSTRA key personnel in the EU-funded project COUNTERACT (Cluster Of User Networks in Transport and Energy Relating to Anti-terrorist ACTivities).</p>
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Partner 7 **EMTA**

www.emta.com

Name of the organisation	European Metropolitan Transport Authorities	Short Name	EMTA
Country	France	Type	Association
Description	<p>The association of European Metropolitan Transport Authorities (EMTA) was created in 1998 as a venue for exchange of information, research and experience between the transport authorities of the main European metropolitan areas. It now gathers 32 transport authorities working to improve the mobility conditions of more than 85 million people throughout Europe.</p> <p>Currently, EMTA presidency is held by AB Storstockholms Lokaltrafik (AB SL), represented by Björn DALBORG, Special Advisor of the CEO.</p> <p>The association is managed by a secretary general, Mr. Jonathan GOLDBERG, placed under the President's authority, responsible for organising the meetings, contributing to the working groups, promoting and updating the network for interchange and contact between members.</p> <p>Mission:</p> <ul style="list-style-type: none"> ∅ Playing a key role in a sustainable development of transport service networks in the associated cities and urban areas ∅ Constituting a venue for exchange of information, experience and knowledge between the transport authorities that is widely shared, (both internally and with all stakeholders involved) ∅ Anticipating on future trends and raising new issues that have potential impact on the way public transport authorities perform their role in planning and coordinating the transport networks ∅ Participating in discussions to define and implement of EU Policy in the field of urban mobility <p>Activities and organisation:</p> <ul style="list-style-type: none"> ∅ EMTA holds general meetings twice a year, where: <ul style="list-style-type: none"> - The host city/metropolitan area presents in detail its organization and main stakes - Members are invited to inform other members about recurrent issues, innovative experiments, feed-back from projects implemented - Informal discussions and exchanges create links and builds the network ∅ EMTA sets up working groups, open to the members on a voluntary basis that focus on shared concerns and which: <ul style="list-style-type: none"> - Define relevant issues to address - Carry out surveys, gather facts and figures, conduct depth research, possibly in cooperation with other organizations - Disseminate the findings through publications or workshops ∅ EMTA also works in close cooperation with the European Commission and with international institutions involved in the transport sector (ECMT, UITP, CER, POLIS, Impact, etc.) in the organisation of conferences (e.g. common conference on contracting with UITP in 2003). It expresses the opinion of its members on subjects of common interest and represents them in international events. <p>EMTA disseminates its work results through its website www.emta.com, that has a specific part dedicated to the members.</p>		

<p>Qualification of the key personnel</p>	<p>Björn Dalborg: Storstockholm Lokaltrafik, Special Advisor of the CEO - EMTA President</p> <p>Björn Dalborg has a 30 years experience in the Urban mobility in the Stockholm area.</p> <p>He obtained his M. Sc. in Civil Engineering at the Royal Institute of Technology of Stockholm. He worked for Stockholm Transport in the traffic planning department where he conducted feasibility studies for light rail and new tracks, then managed the Stockholm Transport Railway company. Currently Director, media contact person and international co-ordinator of Stockholm Transport. He has been responsible for the EU project BEST (Benchmarking European Service in Public Transport) and has been speaking in numerous public transport conferences across Europe.</p> <p>Ruud van der Ploeg – Regionaal Orgaan Amsterdam</p> <p>Ruud van der Ploeg obtained his Masters degree in Dutch la at Tilburg University and followed Foreign Lawyers study in Common Law at Cambridge University. He has a 25 years experience in public transport at provincial and regional level. After being first officer on policy for development of public transport in the province of Noord-Brabant, he is currently in charge of heavy rail project policy in Amsterdam region. He also contributes to the contracting process with GVB, the municipal operator of Amsterdam City.</p> <p>Jonathan Goldberg, EMTA – Secretary General</p> <p>Jonathan Goldberg is a Civil Engineer graduated from the French Ecole Polytechnique (1998) and Ecole Nationale des Ponts et Chaussées. After a 3 years experience in a consulting firm, he joined the department of development of STIF, transport authority of Paris - Ile de France region, where he is in charge of studies in the field of infrastructure planning and socio-economic assessment of public transport projects. In parallel, he works half-time for EMTA as secretary general in charge of the activities of the association and of the relations with the members network.</p>
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5.3 Project Resources

The proposed budget for EURFORUM involves four categories of costs:

- **Personnel costs**, which correspond to manpower costs of each partner involved in the project;
- **Travel and subsistence costs**, which cover the travel and accommodation expenses of consortium members for their participation in project meetings, EURFORUM Plenary Sessions, and the Final Conference;
- **Other costs**, which are planned to cover the organisation and participation of stakeholders in the EURFORUM Plenary Sessions, as well as dissemination and costs linked to T-NEG;
- **Subcontracting costs**, which correspond to estimated subcontracting of specific services for the project.

Personnel Costs

Personnel costs have been calculated for all project partners based on the planned project involvement as presented in the following project effort form. For each partner have been calculated an average monthly rate for labour costs and the number of working days per month.

The applied monthly rates for labour costs do not involve overheads. It's an average value, which takes into account the planned involvement of different levels of staff expertise.

Personnel costs are divided into project management costs and project co-ordination costs.

- Project management costs are foreseen for the Coordinator only (except for audit costs which are understood as management costs for all Partners). Management costs correspond to the Coordinator's efforts planned for WP5, dedicated to project management and overall steering.
- Coordination costs are planned for all project partners and correspond to their planned involvement in Workpackages 1 to 4.

Labour costs for the involvement of external experts (e.g. T-NEG members) have not been considered as personnel costs, as they will subject to the category of other costs or subcontracting.

Travel and Subsistence

Travel and subsistence costs have been planned to allow for each partner the participation in project meetings relevant for the input he provides. As the meeting locations have yet to be specified, an average value of 700 € has been estimated per trip to a European destination (travel and subsistence costs).

Travel costs of T-NEG members are not considered here, as they are part of the other costs for TU Dresden.

Travel costs for the stakeholders are not considered here, as they are included in the category "other costs" under UITP's budget.

Travel and subsistence costs are included in the project management costs for each partner, as presented in the table "Cost structure overview".

Other Costs

Other costs are only included in the budgets of the Coordinator (for WPs 3, 4 and 5) and of the Dissemination Manager (for WP 4).

They include the audit costs, as well as: preparation and organisation of two Plenary Sessions including travel and subsistence of the participants (60,000€), final conference organisation (5,000€), promotion and dissemination costs (WP4) including public website (10,000€), as well as costs of the internal web portal (6,500)¹.

For Plenary Session participants, only travel and subsistence costs will be covered; no honoraria are planned.

It is assumed that no costs incurred by partners other than the Coordinator will be shown as management costs; the only exception being the audit costs of the partners.

A sum of 12,000€ has been allocated to cover travel and personnel costs of the T-NEG members – researchers from New EU Member States, managed by TU Dresden (TUD-vip).

Overheads

In line with the official provisions for Coordination Actions, an overhead flat-rate of 20% has been applied on all cost categories described above. The overheads are included in the project management and coordination costs, as presented in A.3.1.

Planned subcontracting costs have not been considered for the overhead calculation.

Subcontracting Costs

UITP will use the services of an external subcontractor, Mr. Joachim Bergerhoff, who presented a competitive offer for advisory services to UITP. He can offer a unique experience related to the specific needs of the project, comprising the work in public administration in the mobility sector, for a public transport operator, and for a public transport association. His scope of intervention will refer mainly to WP2 and WP3 and will include: drafting inputs for research area D on behalf of UITP; helping prepare, run and digest the plenary sessions; and drafting proposals for the shape of the permanent advisory structure. A brief biographical note can be found in Part 5.2.

Subcontracting costs are included in the coordination costs of the Coordinator only, as presented in the table below and in the A.3.1 Form.

The planned amounts are maximum estimations, which will need to be detailed and confirmed during the inception phase, and later if necessary.

Cost structure - overview

Category	Personnel	Travel	Other	Subcontracting
Management	Only UITP management costs (1.5 m/m) with overheads	None	- Audit costs for all Partners with overheads	None
Coordination	All other personnel costs	Travel costs of all Partners	- Sessions' costs & web (WP3) - Dissemination costs (WP4) - T-NEG costs	UITP external expert – work and travel

¹ Reallocation of funding between these items is possible.

CA - Project Effort Form - Full duration of project

EURFORUM

	UITP	ECTRI	TUD	POLIS	CERTU	ASSTRA	EMTA	TOTAL
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Co-ordination activities								
WP 1	1	0	2.5	0.5	1.5	0.5	0	6
WP 2	1	5	3	0.5	1.5	0	0	11
WP 3	2	1	0.5	0.5	0.5	1	1	6.5
WP 4	0	0	0	2.5	0	0	0	2.5

Management activities								
WP 5	1.5	0	0	0	0	0	0	1.5

TOTAL ACTIVITIES	5.5	6	6	4	3.5	1.5	1	27.5
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6 PROJECT MANAGEMENT

Key objective of project management and coordination is to ensure continuous and smooth project progress throughout the whole project duration.

Coordinating Organisation

UITP will act as project coordinator of the EURFORUM project and host the project secretariat in its Main Office in Brussels, which will ensure smooth and flexible communication with the European Commission. As the world-wide representative for the public transport sector, UITP is uniquely well-placed to lead a Coordination Action bringing together key actors of urban mobility. The combined expertise of UITP staff and its 1000 European members (including urban operators, authorities, and the supply industry) will be available to the EURFORUM project along with UITP's expertise from the coordination of several previous EC-financed research projects, including VOYAGER and Tr@nsITS.

Consensus Building and Dissemination Structure

Consensus building will be implemented through two Plenary Sessions, aimed at the validation of key deliverables of the project. Participants in the sessions will be selected taking into account their professional background and experience, but also their role in transport policy decision-making and strategy building. The project will aim to reach all important stakeholders and players in the urban mobility field. The project team will ensure that EURFORUM and its results are widely disseminated and targeted to international organisations, EU institutions, local authorities, European networks and associations related to transport, research and academic institutions. A key element of the dissemination strategy will be the public version of the SRA.

Project Manager

UITP will provide a Project Manager (PM) for the EURFORUM project, who will be responsible for co-ordinating the work of project consortium as well as for day-to-day management of the project. The PM will be in charge of communication with the European Commission and all consortium partners as well as responsible for co-ordinating the output from the workpackages, ensuring synergies are exploited and duplication of work is avoided. The PM supervises the logistics and organisational aspects of the Plenary Sessions.

UITP will also hire an external manager (subcontractor) to help edit SRA inputs and prepare the Plenary Sessions.

Project Director

A Project Director, nominated by UITP, will act as the chief editor and quality controller of the scientific/technical content of the project, and will bring in extensive knowledge of public transport systems in Europe and world-wide.

Project Secretariat

The EURFORUM secretariat will be composed of the Project Manager and a part-time Project Assistant (to be financed from overheads). It will be responsible for the administrative and financial co-ordination of the project. It will also oversee all activities envisaged for promotion and dissemination. As UITP is WP3 Leader, it will be also in charge of the logistics and organisational aspects of the Plenary Sessions.

Project Progress Control and Planning

Four meetings will involve the whole consortium; in most cases, they will be organised in conjunction with WP meetings or Plenary Sessions. The Project Manager will be responsible of the preparation of all consortium meetings and the background materials. The PM will be responsible for progress control of the EURFORUM project and will report on progress and achievements as well as output from the WPs to the Consortium during the meetings.

Monitoring and red-flag procedures will be established during the inception phase of the EURFORUM and detailed in a consortium agreement to be signed by all project partners upon submission of the Inception Report.

Internal Project Communication

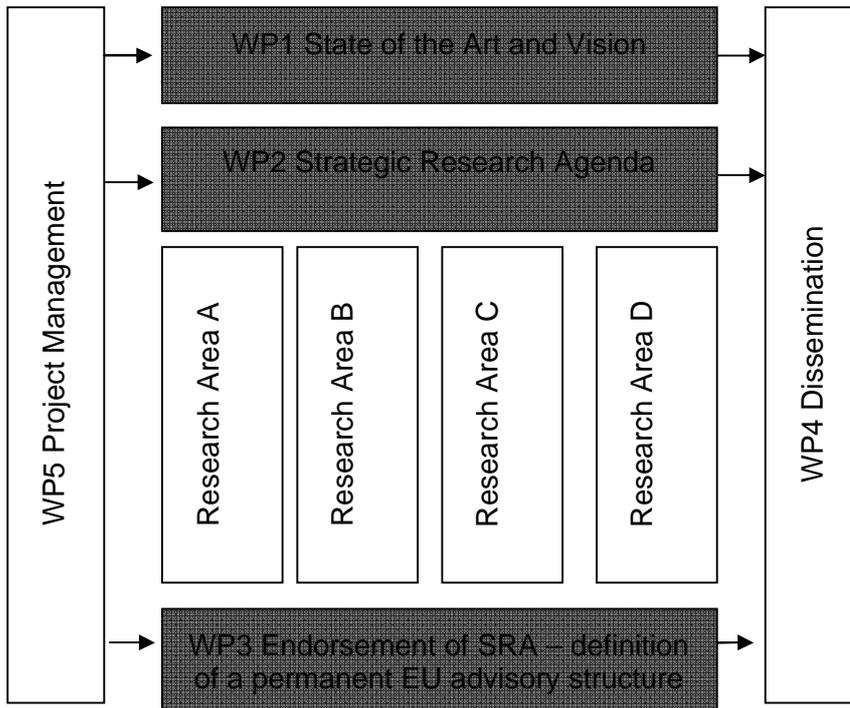
Day-to-day project communication within the project consortium and the contact with WG members will mainly be realised via telephone and electronic means of communications, but also make use of the EURFORUM internal website. The website will not only serve as platform for the external communication of the project but will also support the management of the project and the discussions among experts through a dedicated and password-protected section. Consortium partners will have access to project management information.

Stakeholders (participants of EURFORUM Plenary Sessions) will find, in another section, relevant information needed to prepare themselves for the sessions. In addition, all draft documents to be discussed at the sessions will be available electronically, which will enable the stakeholders to comment on the documents even without participating in the sessions.

7 WORKPLAN

7.1 Introduction of the Workplan

For the achievement of the project objectives, a series of operational tasks has been defined, which will be implemented in 5 workpackages (WPs). The figure below gives an overview of the Workplan structure. WPs 1 to 3 – key thematic workpackages - represent the core of EURFORUM, together with the Research Areas.



Matrix structure

Three thematic workpackages (WP1-WP3) will be based on a matrix structure of Research Areas (see table below).

RESEARCH AREAS	WP1 STATE-OF-THE-ART AND VISION (Leader: TU Dresden)	WP2 STRATEGIC RESEARCH AGENDA (Leader: ECTRI)	WP3 ENDORSEMENT OF SRA - DEFINITION OF PERMANENT EU ADVISORY STRUCTURE (Leader: UITP)
A: Urban Transport Demand Analysis / Data Collection / Marketing	Coordinator: TU Dresden		
B: Sustainable Strategies / Traffic planning & Management / Land Use / Institutional Aspects	Coordinator: ECTRI		
C: Urban transport supply side: Integrated and Harmonised Systems and Services	Coordinator: CERTU		
D: User Aspects including: Safety and Security, Comfort, Accessibility	Coordinator: UITP		

In spite of the strong role of the Research Areas – it is the WP leader, supervised by the Coordinator, who will be always responsible for proper delivery of the outputs required from a given WP.

Presentation of the Research Areas

On the basis of previous experience of Strategic Research Agendas and Technology Platforms, it was decided to divide urban mobility issues into four Research Areas for analysis, areas which are described hereafter. For each of these areas, the purpose of the analysis will mainly be :

- to screen and comment on the existing documents already produced at the European level, such as Strategic Research Agendas and European Research Projects, so as to propose some European targets for a sustainable Urban Mobility, keeping in mind the major role of transport authorities at the national and local level in each Member State, and
- to identify the research topics which can be regarded as essential for their consideration in the future draft of the Urban Mobility Strategic Research Agenda to be set up at the European level.

Additional research topics may be identified based on the skill of each partner for consideration by the Consortium partners before inclusion in the future Urban Mobility SRA.

The general guideline will be that the research needs are driven by the needs of urban mobility decision-makers as well as by urban transport users.

Area A: Data collection / Demand analysis

Coordinator: TU Dresden (TUD-vip)

It is intended in this area to focus on the interest from various points of view to develop new research in the following fields :

1. More comprehensive modelling (integration, multimodality, simultaneous modelling)
2. Specific, standardised, more uniform input data
3. Better use of available online data and other new information sources
4. Better communicating of results of complex analyses and establishment of understanding for a more professional and less conflicting public discussion about transportation policy.

By structuring this research area and prioritising research activities, specified research recommendations will be developed as proposals for strategic research targets. They will include proposals of inter- and multi-modal research topics and the identification of new research topics linked to individual transport modes which are not necessarily included in the existing technology platforms. Furthermore, strategies will be proposed on how the research objectives can be achieved in appropriate ways by co-ordinating European research considering the different national initial situations.

Area B: Sustainable strategies / Traffic planning & management / Land use

Coordinator: ECTRI

The background and focus for analysis in this area is the increasing concern across the European Community, and elsewhere, about increasing congestion and the costs it imposes, particularly on accessibility, the environment, other social factors, such as accidents, and the economy in general. Strong and ongoing growth in mobility, especially in road traffic, means that transport trends are unsustainable if only current policies are pursued: with constraints on resources, space, safety and the environment there are only limited possibilities to extend transport supply to safeguard accessibility.

It is quite clear that the need for travel cannot really be avoided; it is crucial for the performance of social and economic functions in any society. We know that people are not travelling much more often than twenty years ago, but they are travelling further and with greater use of the private car. Increasing car ownership is a central component of this. Growing personal car-mileage is engendering the well-known effects on the environment and transport systems, especially roads, which are not able to cope with the increasing amounts of traffic. However, some changes have been observed recently in some cities (Paris, London) due to public actions, where car traffic has decreased or be stabilised. And the modal split can be very different in different cities, like in some cities as Amsterdam or Copenhagen, with 30% of trips made by bicycles. Further development of innovative, integrated and well balanced policies is strongly needed to cope with these problems within the EU Member States, with a stimulating, coordinating and enabling role of the Commission.

The inherent desire and need to perform different activities at different places implies a need for travel in any society. The crucial planning challenge is to elaborate in each specific background an optimal spatial organisation of activities (maximising opportunities) and a well balanced transport network linking these activities in an efficient and sustainable way. Therefore, long term land planning and mobility policy are highly related by nature, as it is also the case for short term land use and transport planning issues. Especially in urban areas, with their complex activity patterns and their spatial and environmental constraints, finding the balance is a delicate task. Political choices in urban

mobility should integrate the extended costs of mobility, which should be considered under several approaches: external costs related to transport (road accidents, air and noise pollution) which generally amounts to 2% of GDP, investment costs (investment for public transport, non-motorised modes, freight, equipment and road infrastructure), operating costs, financing modes, etc.

Area C: Urban transport supply side / Integrated and harmonised systems and services

Coordinator: CERTU

Identification of priority research topics in the field of urban mobility must take into account policy oriented research (institutions and organization) as well as technology oriented research. More generally, urban trips must be dealt with in a comprehensive and global way.

The supply side of urban transport includes the local authorities (dealing with public transport, road and parking infrastructure, traffic management, urban congestion charging, urban toll, cycling and pedestrian development), the operators of public transport and other alternative sustainable modes such as car sharing, car pooling and cycle renting, the taxi companies, the road and traffic designers and managers, the car parks and interchanges (including P+R) managers, and all the companies who build the public transport systems and rolling stocks, who produce the cars and other vehicles and the necessary operating systems, such as information and ticketing systems. Urban freight transport should also be addressed.

Transport in cities should be less considered as a matter of modal split between car users and public transport users, but rather as a matter of complementarity between the different public and individual modes, each having its area of relevance, of sustainability. Therefore one of the keys to a successful urban transport system is an efficient intermodality, which itself is a compound of different elements such as:

- A good coordination of all the transport modes (i.e. routes, schedules, connections...),
- Well designed transfer platforms,
- Fare integration and interoperable ticketing,
- Multimodal traveller information.

Of course, intermodality means complexity for the supply side, but should provide simplicity for the traveller. To complement to intermodality topics, research must be undertaken to make public transport more efficient and attractive. This can be achieved through system design (including standardisation), innovative systems and services, safety issues, operation management (including innovative methods and tools) and quality management. The challenge of the project is to identify the research topics which would benefit from European support, and among them those which could lead to recommendations which would have a European wide impact and a significant European added value, keeping in mind an objective of overcoming the barriers created by the huge technical and institutional fragmentation of the urban transport sector, as well as the principle of subsidiarity.

Integrated actions like “Business Mobility Plans” are to be considered as well.

Better pedestrian and cycling facilities could also provide great benefits. On a long term perspective, the problem will also concern actions on the mobility demand, especially by a better land planning.

Furthermore, economical constraints must be taken into consideration with the aim to reduce the overall cost of urban mobility. For example, low-cost solutions for public transport must be looked at.

This analysis will also target the appropriate European harmonisation of technical components of public transport systems, within each mode (and its relevant technology platform) as well as across modes (for intermodal constituents), so as to allow significant economies of scale in the development of new systems and new services (e.g. as initiated by the LibeRTiN and MODURBAN projects).

Area D: User Aspects – Safety, Security, Comfort, Accessibility

Coordinator: UITP (supported by TUD-tse)

Research Area D comprises user-related areas concerning: PT and road safety, security, accessibility and comfort – as opposed to Area C which focuses on system-related issues.

A high level of safety is a primary condition for an efficient urban transport system. It concerns as well the public transport systems (an accident is always a crucial problem), than individual transport, especially pedestrians and 2-wheels drivers.

A high level of security, good accessibility and high comfort are crucial for the user acceptance of public transport, but also intermodal facilities and services, e.g. interchange stations (P+R, etc.). This provides a basis for the good functioning of the overall urban transport system.

Recent events in London and Madrid have shown that special attention has to be put to security of public transport systems. In this context research needs and tools concerning security issues, concepts and measurement, exchange of experience and collaboration between different actors (on local/regional, national and European level) and possible recommendations on EU legislation should be identified.

The user-focused perspective will be completed by recommendations on research on comfort and accessibility of public transport systems and services as well as intermodal facilities and services.

Links with relevant initiatives such as the European initiative COUNTERACT (Cluster Of User Networks in Transport and Energy Relating to anti-terrorist ACTivities) - managed by UITP - will be established.

Presentation of the Workpackages

WP1 State of the Art and Vision (WP Leader: TU Dresden)

This workpackage will look at the achievements of European urban mobility research so far, and formulate an urban mobility vision for the future (time horizon: 2020). The comparison of current state-of-the-art and future needs and visions will serve as a basis for the development of forward-looking and adjusted research objectives being structured in the Strategic Research Agenda.

WP2 Strategic Research Agenda (WP Leader: ECTRI)

The primary objective of WP2 will be to elaborate a Strategic Research Agenda (SRA), i.e. a detailed action plan for the structuring and implementation of European research priorities in the field of urban mobility. The SRA will serve as a “groundwork” that initiates and goes together with the discussion among the relevant stakeholders interested in urban mobility research in Europe.

WP3 Endorsement of SRA – Definition of permanent EU advisory structure (WP Leader: UITP)

WP3 will aim at defining a permanent urban mobility research EU advisory structure. The proposed structure will be consulted with the EC. On the basis of the proposed preliminary framework, two plenary sessions will be organised in order to validate key findings of the project:

- State of the Art and Vision,
- the Strategic Research Agenda for Urban Mobility, and
- the organisation and composition of the proposed permanent urban mobility research EU advisory structure.

Participants in the sessions will be selected taking into account their level of involvement in urban mobility policy and strategy building, on local, national and European level.

WP4 Dissemination (WP Leader: POLIS)

WP4 will establish a visual project identity, which provides the basis for all further project-related dissemination and communication activities. It will define the target audience for dissemination of project results, develop and maintain the project website, and ensure a continuous dissemination of project results via publications in professional magazines and presentations at events. The dissemination team will also be in charge of editing and printing the SRA.

WP5 Project Management (WP Leader: UITP)

WP5 will include all the tasks of the project management, technical and financial co-ordination, and contacts with the European Commission. The management and supervision of the project will be ensured by UITP. A detailed methodology, and a more detailed time schedule to be pursued throughout the project will be presented in the Inception Report.

7.2 Project Workplan

MONTH	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	
WP/time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
WP1	█																				
Meetings			•				•														
Draft SoA and Vision							d														
D2												D									
WP2		█																			
Meetings		•						•												•	
Drafts of SRA								d											d		
D4																				D	
WP3	█																				
Meetings								•												•	
EPS#1										•											
EPS#2															•						
D3								d								D					
WP4	█																				
Meetings		•																			
Visual Identity	M																				
Website		M																			
Leaflet			M																		
E-News-letters		M							M					M						M	
Final conference																					M
D5																					D
WP5	█																				
Cons. Meetings	•									•					•						•
Meeting with EC	•							•				•							•		
D1			D																		
D6																					D

Legend

WP meetings (•)

Consortium meetings (•)

Milestones (M)

EPS = EURFORUM Plenary Sessions (•)

Meetings with the Commission (•)

Deliverables (D) / Draft deliverables (d)

7.4 List of Deliverables

Deliverable No ⁸	Deliverable title	Delivery date ⁹	Nature ¹⁰	Dissemination level ¹¹
D 1	Inception Report	M3	R	CO
D 2	State-of-the-Art and Vision	M9	R	PU
D 3	Report on proposed EU advisory structure	M16	R	PU
D 4	Strategic Research Agenda	M19	R	RE
D 5	Strategic Research Agenda – public edition	M20	R	PU
D 6	Final Report	M20	R	PU

⁸ Deliverable numbers in order of delivery dates: D1 – Dn

⁹ Month in which the deliverables will be available. Month 0 marking the start of the project, and all delivery dates being relative to this start date.

¹⁰ Please indicate the nature of the deliverable using one of the following codes:

R = Report

P = Prototype

D = Demonstrator

O = Other

¹¹ Please indicate the dissemination level using one of the following codes:

PU = Public

PP = Restricted to other programme participants (including the Commission Services).

RE = Restricted to a group specified by the consortium (including the Commission Services).

CO = Confidential, only for members of the consortium (including the Commission Services).

7.5 Description of Workpackages

WP1. State-of-the-Art and Vision

Workpackage number	1	Workpackage title			State-of-the-Art and Vision		
Start date or starting event	Month 1	End date			Month 12		
Participant id	TU Dresden (Leader)	ECTRI	CERTU	UITP	ASSTRA	POLIS	TOTAL
Person-months per participant	2.5	0	1.5	1	0.5	0.5	6

Objectives

This workpackage will look at the achievements of urban mobility research so far and formulate a vision for the future. For the development of an appropriate and structured research agenda in WP2 it is a crucial requirement to determine the current status of research and technological development in the field of urban mobility, as well as to identify the actors who are and who should be involved in urban mobility research and which would benefit from a coordination at the European level. Furthermore, a targeted vision has to be drafted in consideration of future conditions which are expected. The comparison of current state-of-the-art and future needs and visions then will lead to the development of forward-looking and adjusted research objectives being structured in the strategic research agenda. Therefore, objectives of this workpackage are as follows:

- Identification of European policy and research background considering the global development status of urban mobility issues
- Assessment of future evolution of various factors having an impact on urban mobility
- Development of a vision of how urban mobility research can help to:
 - o achieve sustainable urban mobility
 - o offer ways to help solve complex economic and social problems faced by urban agglomerations depending on their size
 - o bring about a modal shift towards environmentally friendly transport modes in the years/decades to come.

For all of these steps, mandatory conditions which require an adjusted analysis and discussion will be specified by the experts represented in the consortium. This includes for example a specific discussion of urban spaces having different sizes with diverse demands, and varying development standards and problems in different European areas or countries.

Description of work

All Research Areas (A, B, C, and D) will be examined using the structure described by the following four tasks.

Task 1.1: Links to other research activities

Leader: TUD-vip

Participants: UITP, CERTU, POLIS, ASSTRA

Identification of major completed/ongoing European and national (including regional and local)

projects and programmes in the urban mobility field (using existing cooperation platforms, e.g. EURNEX, ERA-NET, DG TREN/EXTRAWeb, INTRANSNET), and establishment of relevant links.

Task 1.2: Links to European Technology Platforms

Leader: UITP

Participants: POLIS

Assessment of the achievements of European Technology Platforms (TPs) such as ERTRAC, ERRAC and (probably to a lesser extent) WATERBORNE, EIRAC, ECTP, ACARE and ISTAG, from the point of view of urban mobility. Establishing links wherever necessary, including consultations with relevant representatives of the TPs.

Task 1.3: State-of-the-art of urban mobility research

Leader: TUD-vip

Participants: UITP, CERTU, POLIS, ASSTRA

In order to develop forward-looking research approaches and questions, it is essential to assess the current situation of science and knowledge in the field of urban mobility and to identify in the various Member States the various categories of local, regional and national decision-makers who should be involved in European Research on urban mobility at the European level. Therefore, Task 1.3 will lead to a well-founded aggregation and structuring of the current development status in technology and knowledge in this field in collaboration with all project partners and with consultation of the stakeholders.

The state-of-the-art paper will comprise key results from Tasks 1.1 and 1.2.

Task 1.4: The Vision – Urban Mobility 2020 and the role of Research

Leader: TUD-vip

Participants: UITP, CERTU, POLIS, ASSTRA, TUD

The output of this task will be to provide a set of questions and answers concerning the future evolution of various factors having an impact on urban mobility. Furthermore, a vision will be drafted on how research can help to achieve sustainable urban mobility in the years to come. Recommendations will also be made on how to improve the current situation of urban mobility research with the support of the European Commission, through improved European research tools, keeping in mind the numerous contrasted backgrounds at the local level. This all will serve as a basis for formulating research priorities in WP2.

The task participants will input with short reports and discuss the outcomes as described by the key steps of WP1. Also, special views and needs of the New EU Member States will be implemented by incorporating the advice of T-NEG-partners. Representatives of those countries will also be consulted at the first Plenary Session, looking at state-of-the-art and Vision 2020.

Key steps – all tasks:

The work procedure to be applied for Tasks 1.1 to 1.4 is described as follows:

- Compilation of inputs by assigned task participants for Tasks 1.1. to 1.4
- Drafting of 4 text proposals for Tasks 1.1 to 1.4 with consultation of T-NEG-partners concerning the view of the New EU Member Countries (TUD-vip)
- Internal consultation of all participants to collect comments and discuss the contents

of the text proposals (meeting)

- Compilation of draft paper “State-of-the-art” from outcomes of Tasks 1.1, 1.2, and 1.3, and integration of consultation results in draft papers “State-of-the-art” and “Urban Mobility Vision 2020” to be used in the 1st Plenary Session (TUD-vip)
- Preparation of programme for the 1st Plenary Session (TUD-vip)
- Production of draft report “State-of-the-art Urban Mobility and Vision 2020” integrating the results from the 1st Plenary Session (TUD-vip)
- Internal consultation of all participants to collect comments and discuss the contents of the draft report (meeting)
- Production of the final report on “State-of-the-art Urban Mobility and Vision 2020” (TUD-vip)

Deliverables

- D 2: Final report on “State-of-the-art Urban Mobility and Vision 2020”

Milestones and expected result

- M 1-1: Draft papers “State-of-the-art” and “Urban Mobility Vision 2020”

WP2. Strategic Research Agenda (SRA)

Workpackage number	2	Workpackage title:		Strategic Research Agenda (SRA)			
Start date or starting event:	Month 3		End date:		Month 20		
Participant id	ECTRI (Leader)	TU-D	CERTU	UITP	ASSTRA	POLIS	TOTAL
Person-months per participant	5	3	1.5	1	0	0.5	11

Objectives

The primary objective of WP2 is to elaborate a Strategic Research Agenda (SRA), i.e. a detailed action plan for the structuring and implementation of European research priorities in the field of urban mobility. The SRA will serve as a “groundwork” that initiates and goes together with the discussion among the relevant stakeholders concerned with urban mobility in Europe.

The SRA will represent a major input for WP3 where it will undergo the validation of all relevant stakeholders in the field of urban mobility research. In doing so, the SRA will provide the starting point for the consultation of stakeholders in WP3 with the aim to obtain a broad acceptance not only of priorities in urban mobility research but also of priorities in the coordinated development of urban mobility research.

Particular attention will be given to the problems and needs of the New EU Member States. They will be addressed by integrating the relevant advice of T-NEG-partners, especially in Tasks 2.2 to 2.5.

The SRA will be based on the results of WP1. The objective of WP2 is to identify those topics across the different research areas where considerable deficits exist and, in addition, to outline the cross-area issues where research is particularly promising for the progress of urban mobility. The SRA will be structured along the research areas of the project, A – “Urban transport demand analysis, Data collection”, B – “Sustainable strategies, Traffic planning and management, Land use”, C – “Urban transport supply side, Integrated and harmonised systems and services” and D – “User Aspects including Security, Safety, Comfort, Accessibility”.

To summarize, the SRA will fulfil the following objectives:

- assessment of research needs in the field of urban mobility
- prioritisation and compilation of research needs in a transversal approach
- providing a thoughtful paper including analysis and recommendations as incentive for discussion among stakeholders
- creating acceptance for research needs in the field of urban mobility among stakeholders.

Description of work

Apart from the Task Leaders, all WP2 participants will contribute to Tasks 2.1 – 2.6 depending on project needs and their research interests. This will be laid down in detail in the Inception Report.

Task 2.1: SRA structure

Task Leader: ECTRI

In order to provide a consistent approach within the EURFORUM project, the Strategic Research Agenda will be structured along the Research Areas A, B, C and D.

For each research area, the following actions will be taken:

- formulation of proposals for transversal (intermodal) topics,
- integration of modal topics, including those proposed by Technology Platforms.

This Task will serve to define all those steps in detail before the start of tasks related directly to the Research Areas.

Task 2.2 SRA Drafting for research area A “Urban transport demand analysis / Data collection”

Task Leader: TUD-vip

The development of the SRA for Area A will be based on the results of WP 1 “State-of-the-art and Vision of Urban Mobility”. Comparing the current state-of-the-art and future needs and visions from WP1 will lead to the determination of knowledge gaps and research shortfalls in the field of urban transport demand analysis and data collection.

The stakeholders will be invited to comment on the Area A findings in the framework of EURFORUM Plenary Sessions, in conjunction with the stakeholder consultation in the other areas.

The SRA will then be completed using the results of the stakeholder consultation and sent to the panel for validation. A final version will then be produced to be brought together with the results of the other areas (Task 2.7).

Key steps:

- Drafting text proposal by task leader for research area A (TUD-vip)
- “Internal consultation of partners”, comments of partners (e.g. consortium meetings, internal website) - all partners
- Preparation of inputs for the Plenary Sessions (TUD-vip)
- Final draft paper SRA (research area A) to be used in stakeholder consultation and presentation to the 2nd Plenary Session (TUD-vip)

Task 2.3 SRA Drafting for Research Area B “Sustainable strategies / Traffic planning & management / Land use”

Task Leader: ECTRI

In order to elaborate a strategic agenda for research in Area B, a draft paper will be written and send to a panel of relevant stakeholders. The paper will draw heavily on WP1 results, on inputs from existing European technology platforms research agendas and on such previous projects as PLUME.

The stakeholders will be invited to comment on the Area B findings in the framework of EURFORUM Plenary Sessions, in conjunction with the stakeholder consultation in the other areas.

The SRA will then be completed using the results of the stakeholder consultation and sent to the panel for validation. A final version will then be produced to be brought together with the results of the other areas (Task 2.7).

Key steps:

- Drafting text proposal by task leader for research area B (ECTRI)
- “Internal consultation of partners”, comments of partners (e.g. consortium meetings,

- internal website) - all partners
- Preparation of inputs for the Plenary Sessions (ECTRI)
- Final draft paper SRA (research area B) to be used in stakeholder consultation and presentation to the 2nd Plenary Session (ECTRI)

Task 2.4 SRA Drafting for Research Area C “Urban transport supply side / Integrated and harmonised systems and services”

Task Leader: CERTU

In order to elaborate a strategic agenda for research in Area C, a draft paper will be written and send to a panel of relevant stakeholders. The paper will draw heavily on WP1 results, and on inputs from existing European technology platforms’ research agendas.

The stakeholders will be invited to comment on the Area C findings in the framework of EURFORUM Plenary Sessions, in conjunction with the stakeholder consultation in the other areas.

The SRA will then be completed using the results of the stakeholder consultation and sent to the panel for validation. A final version will then be produced to be brought together with the results of the other areas (Task 2.7).

Key steps:

- Drafting text proposal by task leader for research area C (CERTU)
- “Internal consultation of partners”, comments of partners (e.g. consortium meetings, internal website) - all partners
- Preparation of inputs for the Plenary Session (CERTU)
- Final draft paper SRA (research area C) to be used in stakeholder consultation and presentation to the 2nd Plenary Session (CERTU)

Task 2.5 SRA Drafting for research area D “User Aspects – Safety, Security, Comfort, Accessibility”

Task Leader: UITP

In order to elaborate a strategic agenda for research in Area D, a draft paper will be written and send to a panel of relevant stakeholders. The paper will draw heavily on WP1 results, and on inputs from existing European technology platforms research agendas. Links with relevant initiatives such as the European initiative COUNTERACT (Cluster Of User Networks in Transport and Energy Relating to anti-terrorist ACTivities) will be established.

The stakeholders will be invited to comment on the Area D findings in the framework of EURFORUM Plenary Sessions, in conjunction with the stakeholder consultation in the other areas.

The SRA will then be completed using the results of the stakeholder consultation and sent to the panel for validation. A final version will then be produced to be brought together with the results of the other areas (Task 2.7).

Key steps:

- Drafting text proposal by task leader for research area D (UITP)
- “Internal consultation of partners”, comments of partners (e.g. consortium meetings, internal website) - all partners
- Preparation of inputs for the Plenary Sessions (UITP)
- Final draft paper SRA (research area D) to be used in stakeholder consultation and presentation to the 2nd Plenary Session (UITP)

Task 2.6 Producing the final SRA, including recommendations for implementation

Task Leader: ECTRI

The final SRA will be produced using and integrating the results from Tasks 2.1 – 2.5. A draft of the thematic SRA will be written and submitted for discussion to the 2nd EURFORUM Plenary Session. All suggestions received will be used to produce the final SRA.

The different fields of analysis will be guided by the relevant experts within the EURFORUM consortium. The fields lie within the research areas of EURFORUM and will have to be defined in more detail in a first step. The most important topics are outlined in the proposal. It will be important to include both a European and a world-wide perspective.

The formulation of *transversal topics* will have to be done in cooperation of all EURFORUM partners during the 2nd Eurforum plenary session that will validate the outcome of the analysis part and identifies transversal issues.

To ensure that the SRA proposals for each of the four Research Areas turn into reality, it will be necessary to provide *implementation recommendations*, taking into account the findings of WP1 and WP3 concerning the current organisation of urban mobility research, and the expectations of stakeholders in this respect. The recommendations could, for example, focus on:

- § Formulation of proposals for European and national research programmes.
- § Role for the proposed urban mobility advisory structure, taking into account the need for coordination with the existing Technology Platforms – in cooperation with WP1 and WP3.

Deliverables

- D 4: Strategic Research Agenda – final version

Milestones and expected result

- M 2-1: SRA proposals for each of the four Research Areas
- M 2-2: Implementation recommendations
- M 2-3: Integration of inputs from stakeholders after Plenary Session 1
- M 2-4: Integration of inputs from stakeholders after Plenary Session 2

WP 3. Endorsement of SRA - proposals for permanent EU research advisory structure

Workpackage number	3	Workpackage title						Endorsement of SRA - proposals for permanent EU research advisory structure	
Start date or starting event:	Month 1 (end date: Month 20)								
Participant id	UITP (Leader)	POLIS	ASSTRA	TUD	ECTRI	EMTA	CERTU	TOTAL	
Person-months per participant	2	0.5	1	0.5	1	1	0.5	6.5	

Objectives

This workpackage will ensure, through organising and moderating EURFORUM Plenary Sessions, the validation of key deliverables:

- State-of-the-art and Vision for urban mobility,
- Strategic Research Agenda including recommendations for the four priority research areas, as well as recommendations for the implementation of the SRA,
- the organisation and composition of the proposed permanent urban mobility research EU advisory structure.

The validation will be ensured by the involvement of relevant stakeholders from the urban mobility field, selected according to their role and decision-making position in the sector, respecting proportions of European countries represented.

Description of work

Task 3.1 Definition of the role of stakeholders

Task Leader: UITP

Participants: POLIS, EMTA, ASSTRA

A key element of this Coordination Action will be the stakeholder consultation.

In this task, UITP, in consultation with other project partners and the European Commission, will define guidelines for the selection of stakeholders, and a detailed definition of their role in setting priorities for European urban mobility research. The intention is to propose a permanent structure which would be able to go on beyond the time framework of the project.

We shall ensure that there will be a balance between stakeholders according to type of activity, transport sector, gender, and nationality.

The guidelines developed within Task 3.1 will be transmitted to all participating associations (EMTA, POLIS, ASSTRA), and to other networks such as BESTUFS and European Cyclists Federation, who will be asked to nominate participants for the Plenary Sessions. The same will be done internally in UITP. It is expected that a list shall be

created containing approx. 30-40 names, from which participants shall be invited to the Plenary Sessions.

The stakeholders list will be drawn up taking into account the following groups:

- Municipal and regional authorities (involved through POLIS, and contacts to CEMR)
- Urban transport authorities (involved through EMTA and UITP)
- Urban transport operators (involved through UITP)
- Bus, car, rail and ITS industry (involved through UITP and UNIFE, and contacts to EUCAR and ERTICO)¹²
- Users' associations
- Mobility, Cycling, Pedestrian associations
- Urban freight stakeholders (involved through BESTUFS)
- European Commission
- ECMT (European Conference of Ministers of Transport).

Task 3.2 Plenary Session 1 - stakeholder consultation for state-of-the-art and vision, as well as for draft SRA structure

Task Leader: UITP

Participants: POLIS, EMTA, ECTRI, CERTU, TU Dresden

Timing of the Session: Month 10

- Selection and invitation of relevant stakeholders (30 participants in total: authorities, operators, industry, and users)
- Preparation, organisation and moderation of the 1st Plenary Session (Month 10; proposed place – Brussels; to be confirmed)

This session will look at the state-of-the-art and vision reports, developed by WP1, and at the first draft (structure) of the Strategic Research Agenda. Part of the works of the Session may be held in thematic working groups.

The session will be chaired by UITP.

Programme of the Session shall be prepared 2 months in advance and consulted with the Commission during a special meeting.

Task 3.3 Plenary Session 2 - stakeholder consultation for the SRA and for the proposed EU advisory structure

Task Leader: UITP

Participants: ASSTRA, POLIS, EMTA, ECTRI, CERTU, TU Dresden

Timing of the Session: Month 15

The task will include:

- Selection and invitation of relevant stakeholders (up to 50 participants: authorities, operators, industry, users; 12 participants for each group on the average)

¹² It is assumed that the links to the car and bus industry will be also established through ERTRAC, and to the rail industry – through ERRAC.

- Preparation, organisation and moderation of the 2nd Plenary Session (Month 15; proposed places – Rome or Paris; to be confirmed).

The Session will be chaired by UITP. The Session will first discuss the final draft of the Strategic Research Agenda – relevant presentations shall be made by respective area leaders (TUD-vip for Area A, ECTRI for Area B, CERTU for Area C, UITP or TUD-tse for Area D), and a final agreement will be sought for the text. Part of the works of the Session may be held in thematic working groups.

The Session will also discuss and approve the proposed permanent advisory structure on EU urban mobility research (as proposed by Task 3.1).

Programme of the Session shall be prepared 2 months in advance and consulted with the Commission during a special meeting.

Deliverables

- D 3: Report on proposed EU advisory structure

Milestones and expected result

- M 3-1 Plenary Session 1
- M 3-2 Plenary Session 2

WP4. Dissemination

Workpackage number	4	Workpackage title					Dissemination	
Start date or starting event:	Month 1 (end date: Month 20)							
Participant id	POLIS (Leader)	UITP	ASSTRA	ECTRI	EMTA	TU Dresden	TOTAL	
Person-months per participant	2.5	0	0	0	0	0	2.5	

Objectives

Dissemination is a crucial part of EURFORUM in order to meet its overall aim of “identifying and developing concepts and tools for organizing at EU level a proper coordination between all relevant stakeholders concerning research on urban mobility of passengers and goods”.

Some of the specific aims of the project also imply a broad and comprehensive dissemination of the project and its results. The development of an appropriate dissemination strategy is a key issue in order to fulfil in particular the following specific aims of the project:

- Promoting innovative proposals for urban mobility research
- Building up appropriate links between existing modal technology platforms

One of the primary goals within WP4 is to establish links to existing technology platforms, EU institutions, national governments, broader research community in the Members States, and other stakeholders in the field of urban mobility across Europe. In order to meet this challenge the following dissemination tools will be developed within this WP:

- Corporate identity
- Promotional leaflet
- Website
- Presentation
- E-Newsletters
- Stakeholders’ contact database
- Strategic Research Agenda (printable format)

In addition, the WP leader will ensure the coordination of the press and media relation activities as well as the promotion of the project at transport-related events.

Description of work

Task 4.1. Dissemination tools

Task Leader: POLIS

Participants: UITP, ASSTRA, ECTRI, EMTA, TU Dresden

In order to promote the project and disseminate its results, the following tools will be developed:

4.1.1. Corporate identity: To make EURFORUM widely known, a logo will be developed. The logo and its design elements will help to “brand” EURFORUM and identify its “products”.

4.1.2. Promotional leaflet: A leaflet indicating the aim of the project will be produced, both in printed and electronic versions. The leaflet will give a first glance of the project, guiding the reader on where to find further information (e.g. addressing him to the website).

4.1.3. Website: The EURFORUM website will include all the relevant information concerning the project. The website will be simple and user-friendly, so that the user can easily browse and find the information of his interest.

A section of links to relevant websites on urban transport mobility as well as an e-group for stakeholders will support the networking aspect of EURFORUM.

POLIS will ensure that this website is directly linked to OSMOSE (open source for mobile and sustainable city), a new portal on urban transport innovation: www.osmose-os.org. This ensures the link with NICHES (New and Innovative Concepts for Helping European Transport Sustainability), a currently running project exploring the mainstreaming potential of innovative urban transport concepts, and NICHES+ (a proposal submitted under Call 3B as well).

The EURFORUM website will have, apart from the public site, a protected internal section in which the stakeholders involved in the project as well as the Consortium partners will have a common space to share confidential materials and documents under preparation, as well as useful information referring to project logistics and organisation (meetings, etc.).

4.1.4. Presentation: Using the corporate identity, a Power Point presentation of the project will be prepared and distributed to the Consortium partners to be presented at events.

4.1.5. Newsletter: it is envisaged that three electronic newsletters will be produced throughout the project. The newsletters will provide with information on the progress, findings and next steps (sessions, Conference) within EURFORUM, and will be distributed electronically to the stakeholders’ contact database. In addition POLIS, UITP, ASSTRA, EMTA and ECTRI will ensure that the Newsletter is sent to their members.

4.1.6. Stakeholders’ contact database: A restricted access contact database for dissemination purposes will be created. The contact persons in the database will receive the Newsletter and be informed about the project and its developments. The database will include key contact persons of international organisations, EU institutions, local authorities, European networks and associations related to transport, research and academic institutions. It will also integrate the stakeholders involved in the consensus building process of the project (WP3). The database will be built up jointly by POLIS, UITP, ASSTRA, EMTA, TU Dresden (for T-NEG) and ECTRI, in order to ensure that the key contacts of the six associations of the Consortium are included.

4.1.7. Strategic Research Agenda (public edition): WP4 leader will ensure preparation of a quality edition of the Strategic Research Agenda, including quality pictures and messages from key personalities representing the organisations involved in the project.

This version of the SRA shall be widely distributed as the final product of the project, including the distribution at the Final Conference.

Task 4.2. Press/Media relations

Task Leader: POLIS

Participants: UITP

POLIS and UITP will take care of the press and media relations, which will be supported by the following material:

- A template for press releases.

- A press contact database: set up by all the Consortium partners involved in WP4.
- A press information package: This will contain the EURFORUM leaflet, an overview of the project, and its results.

The press information package and press contact database will be permanently updated during the project and regular electronic press mailings will be carried out.

Task 4.3. Final conference organisation and networking

Task Leader: UITP

Participants: POLIS

The partners involved in WP4 will ensure that EURFORUM is disseminated at the transport-related events they attend and organise (e.g. the UITP World Congress 2007, and the POLIS Annual Conferences). Whenever possible this will be done by presenting the project, and in any case by distributing dissemination material (e.g. the promotional leaflet). The other partners of the consortium will also be encouraged by the WP4 leader to disseminate promotional material of EURFORUM at the transport-related events they attend.

In addition, UITP and POLIS will be in charge of promoting and organising the Final Conference, which will take place in Brussels at the end of the project, where the final results and materials (including the public version of the SRA) will be presented and discussed.

Deliverables

- D 5: Strategic Research Agenda – public edition

Milestones and expected result

- M 4-1: Adoption of dissemination strategy and project corporate identity
- M 4-2: Launch of the project website
- M 4-3: Promotional leaflet
- M 4-4: E-Newsletters
- M 4-5: Final Conference

WP5. Project Management

Workpackage number	5	Workpackage title					Project Management	
Start date or starting event:	Month 1 (end date: Month 20)							
Participant id	UITP (Leader)	TU Dresden	ECTRI	ASSTRA	EMTA	POLIS	TOTAL	
Person-months per participant	1.5	0	0	0	0	0	1.5	

Objectives

Key objective of project management and co-ordination is to ensure continuous and smooth project progress throughout the whole project duration. Due to the relatively high number of partners in EURFORUM, a hierarchical consortium structure will be implemented with a Steering Committee involving all workpackage leaders and the general project consortium. WP5 aims will be:

- To co-ordinate the interface with the European Commission;
- To ensure day-to-day management of the project according to time and quality;
- To co-ordinate the preparation of the contractual deliverables;
- To co-ordinate the technical output of the project;
- To ensure that the project targets are met.

Description of work

Task 5.1 Administration and financial management

Task Leader: UITP

The Project Manager (PM) is responsible for the administrative and financial management of the project. He is also responsible for the overall project performance and is the senior interface with the EC for project reporting and communication. The PM is assisted by the project secretariat for managerial and financial aspects related to day to day management of the project. The PM co-ordinates the preparation of contractual administrative and financial reports by collecting the needed information from the consortium partners and issuing the required documents.

The PM is responsible for the organisation of consortium meetings. The project secretariat provides assistance for logistics and organisational aspects of these meetings. The PM responsibility can be summarised as follows:

- Communication with European Commission, external bodies and consortium members;
- Overall management of the project;
- Overall responsibility for administrative and financial coordination;
- Supervision of activities related to the dissemination of results;
- Coordination and issuing of administrative and final reports.

Task 5.2 Technical co-ordination

Task Leader: UITP

The PM, together with the Project Director, will be also acting as technical co-ordinator of the project, thus having the responsibility for its scientific/technical contents, which includes the preparation and support for the comprehensive treatment of the thematic areas and priority domains. The responsibilities of the technical project co-ordinator can be summarised as follows:

- Overall coordination of the scientific and technical work;
- Ensuring internal communication channels;
- Coherence control of WPs;
- Ad-hoc support to the events and meetings;
- Quality control of project deliverables;
- Preparation of the technical programme of the project events.

Deliverables

- D 1 Inception Report
- D 6 Final Report

Milestones and expected result

- M 5-1 Consortium meeting 1 (Kick-off)
- M 5-2 Consortium meeting 2
- M 5-3 Consortium meeting 3
- M 5-4 Consortium meeting 4

8 OTHER ISSUES

8.1 Ethical issues

No ethical issues relevant to the project activities have been identified as shown in the following table:

Does your proposed research raise sensitive ethical questions related to:	YES	NO
Human beings		ü
Human biological samples		ü
Personal data (whether identified by name or not)		ü
Genetic information		ü
Animals		ü

The EURFORUM project is **not concerned** by the issues raised **by the following list**:

- Ø Research activity aimed at human cloning for reproductive purposes
- Ø Research activity intended to modify the genetic heritage of human beings, which could make such changes heritable
- Ø Research activity intended to create human embryos solely for the purpose of research or for the purpose of stem cell procurement, including by means of somatic cell nuclear transfer
- Ø Research involving the use of human embryos or embryonic stem cells with the exception of banked or isolated human embryonic stem cells in culture.

8.2 Gender issues

The partners took care to get well informed of the **latest EU legislation** related to gender issues, notably that:

- The European Commission has already an instrument to deal with discrimination based on gender in the form of Article 141 (ex-Article 119) of the EC Treaty and has adopted a whole series of measures to implement this article in practice. In previous years, the importance of the principle referred to equal economic treatment and wages was included in EC legislation under Article 119 of the EC Treaty. In subsequent years, this principle was extended to the case law of the European Court of Justice.

- Nowadays, equal opportunities and equal treatment between men and women has been guaranteed by taking actions covering the application of the principle of equal pay, the creation of equal conditions for men and women with respect to access to employment, vocational training and retirement; equal treatment of the sexes in the area of the “*de iure*” or “*de facto*” social security systems, the reversal of the burden of proof in cases of discrimination, and positive discrimination to promote the under-represented sex.

- More recently, the Community acquis was extended beyond the field of employment with the adoption by the Council in December, 2004 of the Directive on the principle of equal treatment between women and men in the access to and supply of goods and

services¹³, based on Article 13 of the EC Treaty. The Directive applies to goods and services available to the public, which fall outside the area of private and family life. It lays down the principle that sex based actuarial factors should be eliminated.

- Over the years, besides the European Commission¹⁴, the European Parliament (EP) has supported and called for measures to improve the position of women. This work continues through the activities of the Women's Committee and the adoption of an opinion by the EP is expected on this matter during 2005.

- Equality between women and men is reinforced by the new Treaty establishing a Constitution for Europe. In addition to the provisions of the current Treaty on gender equality, the Constitution expressly states that equality is a value of the Union, which should be promoted not only inside the Union but also in its relations with the rest of the world.

- In March 2005, Vladimír Špidla, Commissioner for Employment, Social Affairs and Equal Opportunities, announced that a new European Institute for Gender Equality should be set up to support the EU institutions and the Member States in promoting equality between women and men and combating sex discrimination.

Besides getting informed on EU legislation related to gender issue, the EURFORUM partners feel particularly concerned by gender equality, as it is a significant issue in the Science sector. The partners are aware of the actions on-going and under preparation at European level to promote the role of women in science as described in the working document "Women and Science: Excellence and Innovation - Gender Equality in Science"¹⁵. They support the findings of this publication as well as the ones of the ETAN¹⁶ report and the so-called "Helsinki Group"¹⁷ that recommend the development of indicators on the situation of women in research.

The partners are particularly conscious that women are significantly under-represented in scientific and engineering disciplines¹⁸ to which the project is related. Despite progress in terms of increasing the number of women scientists in transport research, women are still less represented than men in this field. The partners of EURFORUM pay a special attention to this situation and take care of implementing an **action plan** that could correct the remaining gender imbalance in the transport research field.

The promotion of gender equality will be addressed in several manners in the EURFORUM project. A specific attention will be given to the gender issue through the functioning of the participating organisations, the activities and the management of the project.

The project will specifically address gender issues in the manner of conducting it within the **participating organisations**. Each participating organisation has developed a policy of promoting gender equality in terms of recruitment, flexibility of working practises, appropriate provision of childcare facilities, and general provision of opportunities. Concerning recruitment practises more precisely, each organisation is ensuring that vacancies are likely to be seen by both men and women, and women are deeply

¹³ Council Directive 2004/113/EC of 13 December 2004 implementing the principle of equal treatment between men and women in the access to and supply of goods and services (OJ L 373, 21.12.2004, p. 37).

¹⁴ EC Annual report on equality between women and men, 2005 of 14 February 2005, COM (2005) 44 final.

¹⁵ SEC/2005/370, 11 March 2005.

¹⁶ ETAN: European Technology Assessment Network; Osborn, Mary et al (2000), Science policies in the European Union: Promoting excellence through mainstreaming gender equality. A report from the ETAN Expert Working Group on women and Science, European Commission, – ISBN 92-828-8682-4.

¹⁷ Helsinki Group – Set of National Civil Servants appointed by the EC to prepare comparable statistics and indicators on the involvement of women in European research and to promote debate that encourages the participation of women in scientific research.

¹⁸ Statistics in focus from EUROSTAT on "Women, science and technologies: measuring recent progress towards gender equality" — Theme 9 — 6/2004.

encouraged to apply. These practises will be used for the appointment of any new staff to work on the project.

When building the consortium, the partners took care of having a balance representation of men and women among the persons directly involved in the project, and intend that actions related to gender issues are further addressed in all activities and stages of the project.

In fact, in the first stages of the project – elaborations of State of the Art (WP1) and Strategic research agendas (WP2) - the participation of women scientists will be particularly encouraged and the number of women in leading positions boosted. More precisely, the scientific institutions involved into the project will be invited for triggering the interest of women in the related activities. Additionally, the partners will take care of the recommendations given by the report “Waste of talents: turning private struggles into a public issue - Women and Science in the ENWISE countries”¹⁹ related to the involvement of women scientists in Central and Eastern Europe. It will be notably ensured through the presence of T-NEG (cooperation platform for Central and East European transport research institutes, managed by TU Dresden) and ECTRI (6 members from Central and Eastern European countries) research networks.

The project includes two plenary sessions (WP3). Therefore, the gender issue will have to be tackled during the organisation of these events and the selection of participants. The WP leader will be encouraged to make sure that the determination of speakers and attendants is made in accordance with the equal access rules.

A **gender balance** in participation will be sought and promoted at all level of responsibilities in the coordination activities and in the management tasks, where the presence of women in decision-making positions will be assured. The management team will be in charge to follow that the foreseen actions in favour of gender equality are implemented at all stages of the project. The management team will work towards the EC target of “40% participation of women in research at all levels”. A mention of gender issues could be included into deliverables where it is relevant.

8.3 Letters of Support

As mentioned elsewhere in this proposal, our initiative is supported by several important partners representing the industry and mobility sectors.

The following letters of support were received:

- a) UNIFE (Union of European Railway Industries; letter from the Secretary General)
- b) BESTUFS (letter of support from BESTUFS coordinator – PTV AG)
- c) UITP Industry Committee (letter from the President).

¹⁹ A report to the European Commission from the ENWISE Expert Group on women scientists in the Central and Eastern European countries and in the Baltic States, European Commission, Directorate-General for Research, Directorate C – Science and Society, Unit C4 – Women and Science, 2003