Baby you can drive my car ...  
*Sharing your car made easy!*

Medellín: model city | Barcelona: bicibox | Ljubljana: Access city

www.cities-for-mobility.org
Welcome to the network’s eMagazine!

Dear members, partners and friends of Cities for Mobility

Our decision to walk, cycle or to use public transport is directly influenced by the quality of the transport services and infrastructure, and therefore by our perception of security and safety in the urban environment. Modern life encourages us to move faster, to be smarter, but also to live more individually. In this scheme, there is little space for social interaction; streets become places where the different forms of mobility are not compatible.

The concept of “eye contact” encourages us to perceive what and who is around us: children playing in front of a house, a neighbor crossing the street, a historical façade… This year Cities for Mobility will focus on safe and secure streets, related to public space and social interaction. We are looking forward to the next World Congress of the network that will take place in Stuttgart from July 1 to 4.

This edition of the magazine centers its attention on good practices being implemented by our partners in cities like Medellin, Ljubljana, Barcelona and Stuttgart.

We hope you enjoy the magazine.

Yours sincerely,

Dr. Wolfgang Schuster
Mayor of Stuttgart
# Contents

## News from our partners

- UCLG World Council in Florence, Italy  
  - 3

## Best practices

- Intelligent System for the Mobility of Medellín  
  - 4
- Medellín: Building sustainable cities  
  - 6
- Bicibox: Promoting the use of bicycle in Barcelona  
  - 7

## Project forum

- CASTLE- KASSETS final conference  
  - 10
- Go Pedelec! – Pedelecs and safety  
  - 11

## Events

- 6th World Congress of Cities for Mobility  
  - 13
- New SMART Prize for New Mobility Enterpreneurs  
  - 13
- Annual Conference of the European network Cities for Children  
  - 14
- The 2012 International Conference on Walking and sustainable cities  
  - 14
- International events list  
  - 15

## New members

- Autonetzer: Baby you can drive my car …  
  - 16
- European Commission gives Ljubljana a special recognition  
  - 17
- icnita Emovity: Innovation in urban mobility solutions  
  - 20
- TCP International founded in Stuttgart  
  - 22
- List of new members of Cities for Mobility  
  - 23

## To think about

- Don’t let the weather stop you!!  
  - 24

## The CfM team

- CfM network coordination team  
  - 25

## Imprint

- Imprint  
  - 26
700 local and regional leaders came together in Florence for UCLG World Council
Local and regional governance at the center of the international debate on sustainability

At the invitation of Matteo Renzi, Mayor of Florence, the City of Florence hosted 700 local and regional representatives from over 40 different countries. From 9 to 11 December 2011, the UCLG World Council counted with the presence of mayors from cities around the world.

The main decisions of the UCLG World Council focused on the definition of the UCLG Strategy for the coming six years and paid particular attention to the contribution of local and regional authorities to the international debate on sustainability around Rio +20.

Members recalled the role of cities, local and regional governments in mitigating and adapting to climate change and the need to further develop sustainable urban planning. Furthermore, UCLG highlighted the need to strengthen the strong links between good governance and sustainable development. Brice Lalonde, Executive coordinator for Rio +20 emphasized the need to include local and regional authorities in the international sustainability debate. Important objectives of UCLG are obtaining Observer Status before the United Nations and promoting its own agenda of sustainable development in view of Habitat III.

In order to contribute to the new UCLG Strategy, the three UCLG Committees for Digital and Knowledge Based Cities (Chair: Bilbao), Urban Mobility (Chair: Stuttgart) and Strategic Urban Planning (Chair: Rosario) held a common meeting at the World Council. The participants discussed about the need for more sustainability in our cities and agreed on the fact that a “city of proximity” could serve as the visualization of an integrated strategic approach for such kind of cities. The “city of proximity” found its place in UCLG’s contribution to the Rio +20 summit 2012. In this context, Committee president Dr. Wolfgang Schuster from Stuttgart presented eight fields for sustainability action of local governments. Please click here to access the presentation. Another important topic of the meeting was the continuation of the UCLG City Future Program, which offers “peer work” between cities.
Intelligent System for the Mobility of Medellín (SIMM)
The new traffic management center of Medellín

The traffic situation in Medellín
Medellín has a population of more than 2 million inhabitants, to which adds the floating population from other municipalities of the Metropolitan area. All these persons must displace across the city using the different transport modes such as bus, metro, taxi, pedestrian and individual vehicle.

According to the last Origin and Destination survey (OD) in the Metropolitan area there are 4.6 million daily journeys, out of which 597 thousand are made by private cars and 277 thousand by motorcycles. Medellín represents around 80% of these journeys because it is the main municipality and has the biggest employment source.

The growth of motorization rate is untenable
Over the last five years, the number of motor vehicles has risen by 30% in the city of Medellín and by 55% in the Metropolitan area. This great quantity of vehicles moving in the traffic network has generated high levels of congestion, principally in the peak period traffic, and has caused a lot of accidents due to the constant interaction of vehicles and pedestrians. Additionally, it has generated serious problems of high noise levels and reduced air quality. All those problems have resulted in a steady rise in pollution levels and the consequent drop in quality of life. The space for new traffic infrastructure is limited because the valley’s geomorphologic condition in Medellín raises construction costs.

Medellín has other transport and traffic problems, such as:
- Undeveloped public transportation system: low level of service and lack of an integrated transport system
- Lack of technology: there is no appropriate technology to define management plans to reduce city congestion
- Lack of an optimization of a traffic signal network plan: there are no plans to systematically optimize the traffic signal network according to the dynamic needs of the city
- Long response time to emergency reports of traffic incidents: long response times imply traffic congestions in the places where the incident occurred, since a quick response allows restoring condition on the road
- Inefficient traffic Police scheduling: there are many control requirements in the city and insufficient transit police therefore their activities must be optimized

Use of the intelligent transportation system (ITS)
Traffic infrastructure cannot grow at the same rate as the volume of vehicles; therefore, the city cannot continue growing as response to traffic demand.
For this reason, the Transportation and Transit Department of Medellin directs efforts to solve the problems of mobility using Intelligent Transport Systems. The Intelligent Transport Management System of Medellin (SIMM - Sistema Inteligente de Movilidad) integrates different components in order to improve mobility safety, maximizing the efficiency and capacity of existing traffic networks, to reduce pollution and consumption of fuel, and to reduce the time of displacement, among others benefits. The SIMM is managed by the Traffic Management Center (TMC), who designs traffic plans and monitors the state of the traffic network, through the use of the following technology tools:

- **CCTV**: Closed-Circuit Television System, composed by 48 cameras located in main arteries and conflict intersections of the city, which send information to the TMC. The cameras are monitored by a human qualified team. Specialized software sends permanent reports to motorists about the traffic situation.

- **DMS**: Dynamic Message Signs located in 22 places to provide information to the traveling public about the traffic network conditions and incidents.

- **AVL**: Automatic Vehicle Location systems are installed in 240 of the Traffic Department’s vehicles. This system is connected to the emergency system of the Metropolitan area, which identifies the nearest traffic police to incident places.

- **Traffic Enforcement Cameras**: located in 70 places with the highest accidental rates. These cameras have the objective of reducing accidents and improving the respect of citizens for transit rules.

- **PTC**: The Public Transportation Control system is an application oriented to improve the public transportation service.

The system is composed by GPS devices in the bus fleet (4,300 buses).

- **Traffic detectors**: these 80 devices provide traffic flow data for traffic actuated signal control, traffic-responsive signal control, traffic network surveillance and traffic management. These devices are video image processors that utilize cameras mounted on traffic signal mast arms in principal traffic intersections.

- **Central System**: interface that integrates all precedent technology tools, seeking to improve decision making processes. Also, the system permits to monitor the traffic network state in real-time and the system performance.

**On the way to sustainable and efficient mobility**

The SIMM operation has been developed in two phases. The first phase began in 2009 and it has achieved a reduction on response time from 25 minutes in 2009 to 17 minutes in 2011. The second stage began in September 2011 with the coming in operation of the technological devices (CCTV, DMS, AVL, Enforcement cameras, PTC and Traffic detectors).

Nowadays, with the SIMM operating, the efficiency and sustainability of the traffic network will be improved by: increasing road safety, reducing congestion and pollution, improving quality of the public transportation service, coordinating traffic-signal network performance, reducing response times to incidents and, this way, improving quality of life in the city.

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**Traffic information of Medellin**

- **Inhabitants**: 2,3 million
- **Area**: 380 km²
- **Motorization rate**: 199 vehicles per 1,000 inhabitants
- **Daily journey**: 4.6 million trips per day
- **Displacement modes**
  - Public transport: 51%
  - Private transport: 19%
  - Pedestrians: 30%
- **Road traffic deaths**: 3.1 per 10,000 vehicles
- **Average travel time**: 25 minutes
- **Traffic speed**: 34 km/h

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For more information on the Intelligent Transport Management System of Medellin (SIMM), you can find a video on: [youtu.be/iZhOnP8v0Wc](youtu.be/iZhOnP8v0Wc)
Medellin: Building sustainable cities

In the last decade the city of Medellin in Colombia has transformed itself becoming one of the most exiting and innovative cities in the world in urban terms. The whole world is looking at the creative – and in many cases courageous – solutions that Medellin has found to complex social and infrastructural problems.

This year, Medellin, together with San Francisco, won the 2012 Sustainable Transport Award which is given every year by the Institute for Transportation and Development Policy (ITDP). What characterizes both cities is their active role in offering social media and online technologies to reach out to disadvantaged population groups, giving a better informative and convenient service. “These cities are setting the example of working on various fronts - giving people opportunities through high quality transport options,” said Walter Hook, chief executive officer of ITDP.

Medellin and its metropolitan area have been recognized for its public space improvements, providing multiple options to its citizens, such as the cable car and metro systems and the recently inaugurated BRT project, known as Metroplús. All these services are integrated, offering citizens of all social groups accessibility and better life quality.

The improvement of public space and social cohesion are one of the major achievements of Medellin. The city created 1.6 million m² of new park space. It also made progress with a new public bicycle program called “EnCicla”, which integrates universities and mass transit with popular city destinations. It improved pedestrian crossings and created the ridesharing program “Comparte tu carro”. In the field of traffic safety, Medellin was recognized for the improvement of areas where crossings were not adequate and where universal accessibility was needed. The city also developed an intelligent mobility system (see page 4), which is equipped with the latest modern technology and will help to improve traffic flow and reduce congestion.

The very last example, which shows the creativity and engagement of Medellin in the improvement of social services and mobility, is the newly created giant mechanic stairway for the use of some 12,000 residents of Comuna 13, one of Medellin’s poorest neighbourhoods. The stairway is divided into six sections, and shortens the 35-minute hike on foot up to the hills to six minutes, according to an AP report. Until now, the residents of Comuna 13 had to suffer the pains of “hundreds of steps that go as high as a 28-story building.” This initiative again serves as a very good example for other cities in Latin America and worldwide that want to improve accessibility for poor neighbourhoods in hilly surroundings.
Promoting the use of bicycle in Barcelona
An innovative public bike parking system

The BICIBOX Project was conceived as a solution for promoting the use of private bicycles as an urban means of transport. After several studies realized in Catalonia by different mobility consultant companies, it was detected that in most cases, the owner of a bicycle does not use it daily due to safety worries of theft and vandalism:

- Most of those surveyed think there is an important lack of safe bicycle parking solution both in Catalonia (70% of those surveyed) and in the rest of Spain (77%)
- 20% of Catalan bike users have had their bike stolen at least once
- In 2010, 39% of the Catalan population used the bicycle frequently
- 300,000 Catalan people move around by bicycle every day or almost every day
- In the group of municipalities of the Metropolitan Area of Barcelona, more than half a million urban cyclists take to the streets every week, with a clear increasing tendency

In the middle of 2010, a project capable of responding to all these problems was conceived, focused primarily on the following objectives:

- To facilitate and promote the use of bicycles as a mean of transport for daily mobility, integrating it into the transport system, in the framework of a sustainable mobility model
- To provide the bicycle user with a safe parking service, thus preventing potential vandalism or acts of theft.
- To solve safety problems concerning bicycle parking at the intermediate and final destinations.

Modular bicycle parking system

The BICIBOX network of safe parking slots for private bicycles is the first modular bicycle parking system conceived as a network with central control and the idea of being the origin and destination of travel by bicycle instead of merely a place to store bicycles. It is therefore conceived as an element to simplify mobility, and not as something that is no more than a parking place for bicycles.

Once again, Barcelona is presenting an innovative solution in terms of bike facilities successfully developed by ICNITA Emovity, from Barcelona, a private company committed to such important issues as sustainability, sharing, economy, intermodality, noise reduction, CO2 reduction, smart cities and technology, safety, user friendliness, energy efficiency and flexibility.

BICIBOX stations have room for 7 or 14 bicycles. The 7 slots modules design is conceived to be located on the streets, occupying a parallel-parked car space (2 x 5,3 m), and only allows access on one side. The plan is for bicycles to enter from the pavement, parking them on the street. The option of 14 bicycle parking places module (2,5 x 6,6 m) allows it to be placed in more open spaces (wide pavements, parks, squares etc.) and allows bicycle access on both sides, optimizing the occupied space.

For more information on ICNITA Emovity please visit: www.icnitaemovity.com
or visit the BICIBOX website: www.bicibox.cat
The modules have the minimal visual impact possible for the city, and at its tallest point it does not exceed 1,70 m. The BICIBOX module requires no network connection with cables or an external power supply. It does not require any installation work or electrical connections, simplifying installation or changes of location.

**The system**

The communication module is mobile phone GPRS, which is suitable for communications in an urban environment at moderate communication speeds and with acceptable energy consumption. The system is supported by a software platform which allows the management and control of all the BICIBOX modules in real-time. This information system allows via web the control of the occupation of every box as well as all the information flows between user and parking space.

Removing a bicycle only requires swiping the card over the same control screen for the system to unlock the parking slot.

The control center supervises proper operation of all the modules and helps cities with the tasks related to control, payment for the service, subscribing and unsubscribing, or the generation of statistical reports. When a user wishes to subscribe to the BICIBOX system, he goes to the web page and chooses the more convenient rate:

- Annual flat rate
- Pay per use (not available right now, but prepared for this application)

After a couple of days, he receives the Welcome pack with its personal RFID card and the BICIBOX user’s manual.

Parking the bicycle in a slot is simple and ergonomic. All that it requires is to swipe the user’s personal card over the control screen to automatically open the locking devise of a parking slot so that the user can introduce the bicycle.

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The Project for the Metropolitan Area of Barcelona had the following characteristics:

- 1,600 individual parking bays for bicycles distributed in 15 municipalities in the surroundings of Barcelona city
- Stations are located at strategic points for mobility and considerable influx of people as a final destination like public transport stations, or public facilities such as sports pavilions, hospitals etc.
- Service offered to all citizens at an annual rate of 35€.
- The service operates 24 hours a day, 365 days a year.
- Maximum time used is set at 12 hours. This period was determined in order to allow the commuters daily activity promoting the intermodality with public transport, but it is a configurable variable as desired.

The Metropolitan Area of Barcelona plan is to extend the system with more stations in the coming years, due to its simplicity and how easy it is to integrate the new module in the network.

The BICIBOX solution can coexist with the Bike Sharing systems, offering an important advantage in maintenance and redistribution costs, which are not necessary in this case.

The public web environment has informative sections for welcoming visitors who do not know about the service or sections for those who wish to know the location and operation of the stations, the schedules, prices, and any aspect related to operations at the user level.

Removing a bicycle only requires swiping the card over the control screen for the system to unlock the parking slot.
CASTLE - KASSETS final conference
“Technologies and Policies for SMEs Logistics Development”

On the 14th of December 2011, the Institute for Transport and Logistics and the Emilia-Romagna Region, in cooperation with the project partners, organised in Bologna the international conference on “Technologies and Policies for SMEs Logistics Development”. The event was the final conference of the CASTLE (Cooperation Among SMEs to Foster Logistic Excellence) and KASSETS (Knowledge-enabled Access of Central Europe SMEs to Efficient Transnational Transport Solutions) projects, co-financed by the Interreg IV C and the Central Europe Programmes (European Regional Development Fund).

CASTLE’s objective is to improve local and regional policies in logistics specifically targeted to small and medium enterprises. The project fosters the analysis, exchange and transfer of best practices in logistics among EU regions. A new regional policy tool, usable by policy makers to assess the efficiency of policies has been created, as well as Regional Forums on logistics, which are new governance public-private mechanisms able to find solutions to the needs of regional logistics and industrial communities.

The KASSETS project has set up a European ICT network of logistics brokers, based on open source policy, to optimize transnational logistic traffic of manufacturing companies. The broker is not a new logistic operator (3PL or 4PL) but it is an integral part of the logistic offices of the companies. Its aim is to improve supply-demand relations of the companies involved, foster logistics outsource and help operators to better organize logistic demand.

The projects results have highlighted that SMEs face a series of problems mainly linked to the small freight volumes and inefficient use of transport resources, the lack of ICT support solutions and, in general terms, of logistic knowledge. All these factors have a negative impact on efficiency and logistics costs for the companies. According to the data provided by Confindustria Emilia-Romagna, better logistical organisation could reduce current transports costs by 30-40%. Moreover, in many cases logistics accounts for approximately 10-15% of the total production costs. Hence, there is the need to create a positive environment for the development of sustainable transports and logistic solutions.

At the same time, the projects findings have evidenced the importance of logistics as a key element for increasing economic competitiveness, productivity and new markets opportunities. For this reason, it is fundamental to strengthen the collaboration and the networking among logistics actors and to engage public authorities in the definition of policies aimed to provide an adequate framework for the development of efficiency and innovation in logistics.

In particular, policies for logistics should address the real needs of the production systems and foster the setting up of training schemes for the development of specific competences and skills in logistics. Policies should also promote SMEs cooperation in logistics management as a way to increase competitiveness and optimal use of logistic resources.

More information on the CASTLE and KASSETS projects is available at the following links:
CASTLE: www.castle-project.eu
KASSETS: www.kassetts.eu
Pedelecs and safety
Is there a higher accident rate with electric bicycles?

More and more electric bicycles are seen on the roads in China, Japan, Germany, the Netherlands and many more countries. In China, electric bicycles are popular due to the fact that in large metropolitan cities combustion motors are banned because of their air pollution. In European countries as Germany and the Netherlands, pedelecs are quite popular among elderly people and use is now spreading also among commuters who see the many advantages of the electric bicycle for their daily transport. But, what about the higher accident risk and safety aspects of these innovative bicycles?

A pedelec is essentially a normal bicycle. The difference is that a pedelec is equipped with a motor which gives assistance when pedaling. This motor assistance is limited to a maximum speed of 25 km/h and the maximum power of the motor is limited to 250 Watt. An electric bicycle on the other hand has a throttle which can be used independently whether you are pedaling or not. In this article reference is given only to pedelecs, as they are almost 95% of the electric bikes used and sold in Europe.

Accident risk and higher speed
Due to the fact that pedelecs get more and more popular, the risk of higher accident rates needs to be considered. One of the reasons for estimating a higher accident rate with pedelecs compared to "conventional" bicycles is explained by the higher average speed of pedelecs. As conventional cyclists have an average speed of 12 km/h, the average speed of a pedelec, in more or less the same circumstances, is about 18 to 22 km/h. This higher average speed can have different consequences on the bicycle tracks as well as in mixed traffic.

In a segregated bicycle system the differences in speed between pedelec riders and conventional cyclist gets higher, which can result in more overtaking manoeuvres. The effect of accident risk rises because of more accident moments. In the future, a solution might be found in wider cycle paths as well as in creating faster and more direct cycle infrastructure. Some examples of fast and direct bicycle “highways” are now created in the Netherlands in a pilot, where some 80 million euros are being spent for 26 bicycle highways. (see gopedelec.eu best practices in NL)

Accident risk and elderly people
Another risk is related to the dominant users group of elderly people. The advantage of having a little motor assistance attracts elderly people to purchase a pedelec: it makes it possible to cycle longer distances and sometimes they can now cycle with help of the motor when they left their conventional bicycle years ago in the shed rusting.

However the accident rate for elderly cyclist is already higher compared to younger cyclists. This can partly be explained by less physical condition but also to a slower response towards traffic situations. With a higher average speed these risk conditions are higher when using a pedelec. Elderly people declare also that they observe that other users underestimate their cycling speed.
Solutions can be found in giving training for elderly people before starting on a pedelec.

**Accident risk from failing anticipation of other road users**

In traffic systems where motorized and non-motorized traffic (cyclists) are mixed, the average traffic design speed is normally under 50 km/h and very often 30 km/h. Here the average speed of pedelecs is relatively high and moreover not expected by most car drivers. Because of the relatively unknown phenomena of pedelecs, most car drivers do not anticipate the fast acceleration of an elderly lady on a pedelec when approaching a crossing. Surveys show that although the elderly cyclist is anticipating and slowing down his speed, car drivers are often not prepared for the faster speed of pedelecs in most urban surroundings.

**Conclusions and recommendations**

Cycling as a transport mode has many advantages as improving health, preserving the environment, avoiding congestion and many more. With the growing number of pedelec cyclists also some disadvantages should be taken in consideration. A survey has shown a slight higher accident risk among pedelec riders compared to conventional cyclists, however compared to the accident risk of other two wheelers as mopeds, scooters and e-bikes, the differences is very small.

With the special user group of elderly people, the comparison between risks and benefits when using a pedelec is more complex: elderly people have more problems due to their physical condition to adjust to the higher speed of the pedelec. On the other hand, statistics prove that that elderly people are the largest user group in e.g. the Netherlands, which indicates the benefits as covering larger distances, more cycling and starting cycling again because of the comfort a pedelec offers.

In general it can be concluded that a slighter accident risk with pedelecs seems the case. However, there exist not many hard research data in European countries. Results so far indicate that pedelecs have more benefits as a transport mode than constraints because of a slight higher accident risk.

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*Elderly people receiving a training on pedelecs*

Photo gowwelzijnswerk

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**About the author**

IBC is partner in the GoPedelec! consortium which promotes the use of pedelecs. The project is supported by the European Union and partners are the cities of Graz, Naples, Miskolc, Stuttgart and Utrecht. Non city partners are ekolo.cz and extraenergy. Project coordinator is energieautark.

To know more about the European project GoPedelec! Please visit www.gopedelec.eu
6th World Congress of Cities for Mobility in Stuttgart

The Cities for Mobility World Congress 2012 will take place at the Stuttgart City Hall on 1-4 July. Preparations are running smoothly, and the Coordination team is doing great efforts to set up once again an exciting agenda full of interesting presentations, workshops and site events. Once again, the network has teamed up with renowned international experts – including Eric Britton and Daniel Sauter – to focus the design and structure of the program. As announced in the last congress in 2011, one of the main focuses of the event will be secure and safe streets. This concept moves away from the traditional “traffic safety” theme, and concentrates in the perception of security and safety in urban environments. Highlights of this year’s event will be the thematic workshops, the contact forum, and for the first time, training sessions.

The Congress has become one of the main highlights of the network activities and a renowned international platform for the exchange of experiences and knowledge as well as for the interaction between stakeholders from public and private sectors. Last year’s congress was attended by over 350 participants from 35 countries. The diversity of participants and topics guarantees an authentic international forum and demonstrates that the real challenges of mobility have different perspectives and angles. Political decision makers, but also traffic and urban planners and specialists in the field of development cooperation, come together and search for new ways to make our cities more liveable in the future.

New SMART Prize for New Mobility Entrepreneurs

Do you have an innovative venture that is helping to reshape mobility in cities or across regions? Then participate in the applications of the University of Michigan to gain a prize for entrepreneurs addressing sustainable urban transportation.

With the generous support of the Rockefeller Foundation, SMART (Sustainable Mobility & Accessibility Research & Transformation, University of Michigan) seeks to identify and recognize notable New Mobility enterprises worldwide, with special recognition for young entrepreneurs, those offering integrated solutions, and those benefiting the everyday life of the urban poor as well as other vulnerable people living in cities. All entrepreneurs addressing mobility and accessibility challenges with innovative and sustainable solutions and business models are encouraged to apply.

Each application will be evaluated by a prestigious jury of experts in the field and by the online public to decide the winners of the two New Mobility Prizes and one People’s Choice Award. All qualifying applicants – even those who are not prizewinners, will be profiled in the first international online listing for New Mobility Entrepreneurs, an exciting new cyber-space for promoting and networking New Mobility entrepreneurs locally and worldwide. Each prize includes a $5,000 cash award as well as travel to present your work and receive the prize in person at the Entrepreneurs Session of the Rio +20 United Nations Conference on Sustainable Development in Rio de Janeiro, Brazil. Your venture must be up and running and legal.

A new price for entrepreneurs addressing sustainable urban transportation:
- 3 cash prizes
- travel to present on the world stage at Rio +20 in June 2012

Applications open soon. Check the SMART Blog to keep updated on the latest news: (um-smart.org/blog) For more information, please email: EnterPrizeMobility@gmail.com
Annual Conference of the Cities for Children network
Topic: Child-Friendly Neighborhood Planning

How do European municipalities create child-friendly neighbourhoods?
How do city administrations develop and construct urban spaces and encourage interaction between all citizens, regardless of their age, social position and ethnicity?
How do cities manage to meet the high standards of ecological sustainability when they develop strategies for infrastructure and housing of neighbourhoods?

On the 14th and 15th of May 2012, the members of the Network will discuss these questions with urban planners Angelus Eisinger, Angela Uttke, practitioners, politicians, representatives from international institutions and representatives of the patron institutions of the Network, the Committee of the Regions, the Council of European Municipalities and Regions and the Congress of Local and Regional Authorities of the Council of Europe.

We are very much looking forward to welcoming you in Stuttgart!

The 2012 International Conference on Walking and Sustainable Cities
Step into the Future!!

Walk21 is very pleased to announce the joint XIII International Walking and Liveable Communities Conference and VII International Congress on Sustainable Transport. This exciting partnership with CTS Mexico, the Centre for Sustainable Transport, will deliver a dynamic conference in Mexico City from September 30 - October 4, 2012.

The CALL FOR PAPERS is out now!
You are invited to submit a proposal against the following themes:

Inclusion: The city of the future offers an accessible, integrated and inclusive mobility

Trust: The city of the future can be enjoyed securely, with confidence and certainty

Well-being: The city of the future allows its people to breathe, move freely, safely and be healthy

Community: The city of the future has active citizens and is supported by a responsible government

Proposals are due by 9 March 2012.

For the conference program and for further information on the conference, please visit the Network’s website: www.citiesforchildren.com

More details of the conference and the call for papers please visit the website: www.congresotransportesustentable.org or visit the website of Walk21 www.walk21.com
# International events list

The following events in the field of mobility will take place worldwide in the following months:

## EUROPE

<table>
<thead>
<tr>
<th>Date</th>
<th>City/Location</th>
<th>Event Name</th>
<th>Website/Links</th>
</tr>
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<tbody>
<tr>
<td>13-14 Mar</td>
<td>Genk, Belgium</td>
<td>ICMA Amobilife Pursuing Perfect Journeys</td>
<td><a href="http://www.icma-mobilife.eu">www.icma-mobilife.eu</a></td>
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<tr>
<td>19-20 Mar</td>
<td>Munich, Germany</td>
<td>mobil.TUM 2012</td>
<td><a href="http://www.mobil-tum2012.de">www.mobil-tum2012.de</a></td>
</tr>
<tr>
<td>27-30 Mar</td>
<td>Amsterdam, Netherlands</td>
<td>Intertraffic 2012</td>
<td><a href="http://www.intertraffic.com">www.intertraffic.com</a></td>
</tr>
<tr>
<td>22-28 Apr</td>
<td>Dresden, Germany</td>
<td>International Transport Meeting 2012</td>
<td><a href="http://verkehrte-welt.org">verkehrte-welt.org</a></td>
</tr>
<tr>
<td>23-26 Apr</td>
<td>Athens, Greece</td>
<td>Transport Research Arena Europe 2012</td>
<td><a href="http://www.traconference.eu">www.traconference.eu</a></td>
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<tr>
<td>2-4 May</td>
<td>Leipzig, Germany</td>
<td>Intl. Transport Forum</td>
<td><a href="http://www.internationaltransportforum.org">www.internationaltransportforum.org</a></td>
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<tr>
<td>6-9 May</td>
<td>Bruges, Belgium</td>
<td>Innovation for Sustainable Production</td>
<td><a href="http://www.i-sup2012.org">www.i-sup2012.org</a></td>
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<tr>
<td>5-7 Jun</td>
<td>Paris, France</td>
<td>Transports Publics 2012</td>
<td><a href="http://www.transportspublics-expo.com">www.transportspublics-expo.com</a></td>
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<tr>
<td>6-7 Jun</td>
<td>Amsterdam, Netherlands</td>
<td>Smart Cities Event 2012</td>
<td><a href="http://www.smartcityevent.com">www.smartcityevent.com</a></td>
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<td>1-4 Jul</td>
<td>Stuttgart, Germany</td>
<td><em>Cities for Mobility World Congress 2012 – The Safe Streets Challenge</em></td>
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<td>27-28 Sep</td>
<td>Stuttgart, Germany</td>
<td>Networks for Mobility</td>
<td><a href="http://www.uni-stuttgart.de/fovus">www.uni-stuttgart.de/fovus</a></td>
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<td>23-24 Oct</td>
<td>Amsterdam, Netherlands</td>
<td>Smart Cities Conference</td>
<td><a href="http://www.smartcitiesglobal.com">www.smartcitiesglobal.com</a></td>
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<td>11-14 Nov</td>
<td>Paris, France</td>
<td>Urban Transportation Systems</td>
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## AMERICA

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<tr>
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<td>Toronto, Canada</td>
<td>Urban Transportation Summit</td>
<td><a href="http://www.urbantransportation.ca">www.urbantransportation.ca</a></td>
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<td>24-26 Jun</td>
<td>Michigan, US</td>
<td>Aging, Mobility and Quality of Life</td>
<td><a href="http://www.agingmobilityconference.com">www.agingmobilityconference.com</a></td>
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<td>14-18 Jun</td>
<td>Belo Horizonte, Brazil</td>
<td>ICLEI World Congress 2012</td>
<td><a href="http://worldcongress2012.iclei.org">worldcongress2012.iclei.org</a></td>
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<td>22-27 Jul</td>
<td>Santiago, Chile</td>
<td>Conf. Advanced Systems for Public Transport</td>
<td><a href="http://www.caspt.org">www.caspt.org</a></td>
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<td>30 Sep-4 Oct</td>
<td>Mexico City, Mexico</td>
<td>Walk 21 Conference</td>
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## ASIA

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<td>Sustainable Urban Infrastructure 2012</td>
<td><a href="http://www.urbaninfraexpo.com/">www.urbaninfraexpo.com/</a></td>
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<td>12-13 Mar</td>
<td>Kuala Lumpur, Malaysia</td>
<td>Conference Urban Transport</td>
<td></td>
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<tr>
<td>18-20 Apr</td>
<td>Istanbul, Turkey</td>
<td>UITP Intl. Bus Conference</td>
<td><a href="http://istanbul.uitp-events-expo.org">istanbul.uitp-events-expo.org</a></td>
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<td>15-17 May</td>
<td>Beijing, China</td>
<td>Intertraffic 2012</td>
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<td>9 Sep 2012</td>
<td>Perm, Russia</td>
<td>48th ISOCARP Congress</td>
<td><a href="http://www.isocarp.org">www.isocarp.org</a></td>
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<tr>
<td>17-21 Sep</td>
<td>New Delhi, India</td>
<td>TRANSED 2012</td>
<td><a href="http://www.transed2012.in">www.transed2012.in</a></td>
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<tr>
<td>22-26 Oct</td>
<td>Addis Ababa, Ethiopia</td>
<td>CODATU XV</td>
<td><a href="http://www.codatu.org">www.codatu.org</a></td>
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## OCEANIA

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Modern society is witnessing a change in people’s attitudes towards ownership and personal needs. The idea of sharing resources can now be found in many walks of life. On several internet platforms users offer their private accommodation to travelers, thus enabling them to save money on hotels as well as getting insider tips from the locals. On other platforms users can share everyday objects like books or DVDs with each other. “Collaborative Consumption”, “meshing” or “sharing 2.0” are the key words that reflect this new lifestyle.

It makes perfect sense, therefore, that this approach has extended to one of the most expensive investments that people make - their car. The cost of running a car is comparatively high considering that on average, it is only used one hour per day. Private or “peer-to-peer” carsharing is the concept that solves this problem. The idea has become increasingly popular across the globe and networks such as getaround and relayrides have attracted prestigious investors such as Google Ventures.

Autonetzer established a peer-to-peer carsharing service in Germany in 2010 and the company now has hundreds of customers. The idea came about for practical reasons as Sebastian Ballweg, one of the founders of Autonetzer tells us, “Since living in the city, my own car has become an idle asset as I can get to most places by bicycle or on public transport. If I just considered the costs, I’d be better off not owning a car. But as I do need it from time to time I started to look at alternative ways to optimise my car’s usage.”

Hence the Autonetzer platform was born. The service allows car owners to rent their vehicle to other people and enables users to search for vehicles in their area and further afield. Bookings and payment are also conveniently made online. Finding the right insurance was the “biggest challenge” but the Autonetzer team has found in R+V a reliable partner that offers full insurance coverage during the rental period. Furthermore, the car owner’s no-claims bonus is not affected in the event of an accident or claim.

“Car sharing means less congestion on the roads and better use of resources,” says Markus Gößler, co-founder of Autonetzer. On average, one carsharing vehicle replaces up to 10 cars. Peer-to-peer carsharing is even more sustainable since it doesn’t require a new fleet of cars but instead uses the ones that already exist. Other advantages of peer-to-peer carsharing are that it is cheaper than traditional carsharing or car rental companies, offers users access to cars in close proximity and is a way of meeting new, like-minded people. “People are definitely changing their mobility patterns,” says Sebastian Ballweg. The success of carpooling and the recent interest of car manufacturers in the carsharing market confirm this trend. More and more people are choosing not to purchase a car, which means that the demand for private carsharing will increase significantly in the future.

Facts about autonetzer.de
The platform, which is operated by Autonetzer GmbH in Stuttgart, enables private individuals to safely rent and rent out cars. Founded by Sebastian Ballweg (34) and Marcus Gößler (31) in 2010, the scheme offers an intelligent mobility concept that helps to conserve resources. Vehicle owners reduce the cost of car maintenance while at the same time offering people access to a car at a reasonable price. Fewer vehicles on the road mean less pollution and traffic congestion in urban areas and more efficient use of resources.

For more information, please visit www.autonetzer.de
European Commission gives Ljubljana special recognition
The city pays special attention to the most vulnerable social groups

To mark the European Day of Persons with Disabilities (Dec. 3), for the second consecutive year the European Commission in Brussels has bestowed the Access City Award to the cities that are most accessible for people with disabilities. In a competition entered by 114 cities from 23 European countries, Ljubljana was ranked among the eight best and won a special mention for increased accessibility in the fields of transport and related infrastructure for its consistent and integrated concept of accessibility in the city centre, which among other things, includes buses fitted with audio and video stop announcements, Braille signs at bus stops and a city centre tactile map.

The ‘Access City Award’ is a European Commission initiative designed to encourage the realisation of the fundamental objectives of the European Disability Strategy 2010–2020. The purpose of the initiative is to showcase and reward cities with more than 50,000 residents that systematically plan and take steps to improve accessibility to the urban environment for people with disabilities in four key areas: built environment and public spaces; transport and related infrastructure; information and communication; and public facilities and services.

The recognition was accepted by Deputy Mayor of the City of Ljubljana Tjaša Ficko: “Receiving this recognition is an award for the work done thus far and an important incentive for future efforts in this area. We are grateful to our team of staff whose daily work has contributed to the fact that the members of the ‘Access City Award 2012’ jury have recognised and rewarded these positive changes in Ljubljana”.

The President of Ljubljana’s Council for the Elimination of Architectural and Communicational Barriers and city councilor Sašo Rink added: “This is proof that we in the city departments and public companies have raised awareness of the importance of accessibility to the city for people with disabilities”.

For more than 20 years, Ljubljana has been systematically removing barriers and increasing accessibility. The first comprehensive city strategy for increasing accessibility was adopted by the City...
Council on November 2008. The document was produced as part of the Slovenian Disabled Workers’ Association national charter project ‘Municipality Tailor-made for People with Disabilities’ and includes measures to assure access to the built environment.

The city pays special attention to the most vulnerable social groups: children, the elderly and those with disabilities. Accessibility has therefore in recent years become a core priority for all city services, institutes and public companies. It is managed in an exemplary way and is further improving from year to year. Access is assured with parking spaces reserved for people with disabilities, ramps, stair climbers, platforms and lifts, adapted information transfer devices (audio guides, induction loops, tactile maps, video displays), adapted non-profit rented accommodation, individualised kindergarten and primary school programmes, co-financing of disability NGOs that supplement the public service network, successfully managing access to heritage protected sites and the rest of the built environment in the old city centre, etc. To ensure accessibility, the city has implemented such measures:

- Unrestricted access via dropped curbs and ramps, filling cobblestone gaps and removing barriers at level crossings
- Tactile path for sight-impaired people
- Parking spaces and audible signals for people with disabilities
- Low-floor buses (108 with pull-out ramp, 169 with audio and video stop announcements), Braille signs at bus stops
- The pedestrian zone has free transport via two electric cars (70,000 passengers in 2010), while two disabled-adapted taxis can enter the zone.
- Improved connection between pedestrian zones and bus lines. An innovative management tool for the transport on demand service.
- 9 city tactile maps for orientation and mobility in the city’s urban area

Ljubljana also cooperates in the CIVITAS European initiative, as leading city and coordinator of the CIVITAS ELAN project. One of its goals is to set up a demand-responsive public transport service to meet the mobility needs of people with disabilities. Ljubljana is the first city in Slovenia to develop this innovative and flexible system with the possibility to later on apply the service to low-density areas more widely, improving accessibility and reducing social exclusion of people with disabilities. The service will be introduced in 2012, together with other activities of the project such as advocacy for legislation granting people with disabilities equal access to public mobility services. The measure also includes the introduction of a system (bus on demand) for test purposes on a regular bus line, which has low frequency or no service at all. Until now, people with disabilities relied on associations that provide transport services to their members, but the municipality wants to build synergies with these organisations, draw on their experience and optimise their services, hence, the public transport company and administration officers often organise meetings, workshops and other events to strengthen relationship with the disabled. Among other, a network of stakeholders that provide mobility and accessibility services to people with disabilities has been created.

By implementing systematic policies and measures to increase access, the lives of people with disabilities in the city become easier and more pleasant and it also affects the mindsets of other residents. They are ever more aware that no space or use is unchangeable and that solutions that benefit people with disabilities also help others.
Ljubljana Mayor Zoran Janković recognised as the Mayor of The Month for December 2011

Author: VITA KONTIĆ, CITY OF LJUBLJANA

The City Mayors Foundation chose the City of Ljubljana Mayor Zoran Janković as The Mayor of the Month for December 2011. This international think tank dedicated to urban affairs, that consists of professionals working together, promoted Ljubljana as a strong and prosperous city with good local government. Zoran Janković has been mayor of Slovenian capital Ljubljana since October 2006, in October 2010 he was re-elected. On December 4 2011 he won the Slovenian presidential in general election and his Positive Slovenia party emerged as the strongest party in the country’s national parliament. However, his popularity and support of the public didn’t rise over night, he earned it with many achievements and improvements in the city which he calls “the most beautiful city in the world”. And many would agree...

In the last few years, the Municipality of Ljubljana fulfilled many wishes of its residents and visitors. Through several reconstructions and urban redevelopment projects the city gained many new, tidy pedestrian areas, green spaces, bridges and squares, which are closed for the traffic and therefore increase the quality of life. Living in Ljubljana has been enriched by activities that encourage socialization and provide space for social interaction: cultural and sports events, street performances, sightseeing tours, workshops, meetings, sitting in restaurants and gardens, visiting nearby shops, walking and nevertheless meeting friends.

The city is especially proud of the reconstructed Kongresni trg Square, which used to serve as a parking lot. Now, there is an underground parking lot underneath the square. Thanks to many pedestrian areas and low-speed zones, the movement of pedestrians and cyclists across the city is less restricted and also faster and less expensive thanks to Bicike (LJ), a very popular free bicycle rental system (LJ), which had 26,400 registered users in early December.

Owing to cleaner LPP bus fleet, living in Ljubljana is also more pleasant. The LPP bus fleet this year celebrates 110th anniversary of the advent of the tramcar to Ljubljana, which was later replaced by trolleybuses and buses. Today Ljubljana has a modern bus fleet, including hybrid ones, and since recently also 20 CNG buses which are co-financed by the European Project for Cleaner and Better Transport, CIVITAS ELAN. Ljubljana has become greener and therefore now candidates for the 2014 Green Capital – Award of the European Commission which commends the efforts of the cities for cleaner environment, a growing economy and higher quality of life. Among other things, Ljubljana is also a popular tourist destination, which was confirmed also by the Tourist Association of Slovenia, which awarded Ljubljana the first prize in the My Country – Beautiful and Friendly project, in which Slovenian towns compete in fields of urban planning, environment and hospitality.

More about the recognition of Ljubljana Mayor Zoran Janković as The Mayor of The Month for December 2011 and his profile is available at

www.citymayors.com/mayors/ljubljana-mayor-jankovic.html

More about The City Mayors Foundation at

www.citymayors.com/gratis/city_mayors.html
Innovations in urban mobility solutions
Understanding the needs and developing the appropriate tool

Emerging cities of the XXI century must set sustainable criteria of growth and economic development. Cities are increasing their population, that’s why urban mobility will be decisive in the creation of environments that, in case of having set environmental criteria, will negatively impact in the health of citizens: noise, pollution, stress. The involvement of all people and organisms is essential to contribute in drawing a new model of urban mobility, in which public transport must gain place to the individual, in benefit of a healthier environment, friendly and respectful with the urban environment.

Similarly, urban intermodality is one of the objectives of cities committed to the future must bear in mind, complemented by the introduction of educational policies towards public spirit and shared services. Next generation Mobility systems need to be endowed with intelligence, so that there is a communication of the city’s system and the citizens. They also need a centralized management, which will provide the relevant data in order to analyze the behavior and improve the system. Therefore, the role of the private enterprise is key and specially the role of the technology.

As a practical case, ICNITA EMOVITY shows an example of a project implemented in 15 cities in the Metropolitan Area of Barcelona, which has been opened to the public few months ago, and which turned to be the biggest project in the world in terms of network of public bike parking.

Project Background and Context
The growing use of the private car obliges city councils to simplify and encourage citizens to use of sustainable means of transport. Among these alternatives, the most efficient is the bicycle.

The current concern of cities and their citizens is mostly theft of the private bicycle, or of some of its fittings, whenever it is parked in the street. City councils need to be able to provide citizens with a municipal network of safe bicycle parking areas with sufficient surveillance to prevent abuse such as permanent occupations of a slot.
The City of Barcelona was a pioneer in implementing a Bike Sharing System, and after some years, cities that comprise the Barcelona Metropolitan Area had the aim to promote the use of the bike as well, giving citizens a completely safe and comfortable solution, so they could use their particular bike to move within city.

They realized that their profile of citizens already had their own bike, so the city councils decided to look for a network of safe parking for the bikes, which must be really cheap to maintain, especially compared to the Bike Sharing system, which has some associated cost as the redistribution of bikes and their maintenance.

We are definitely living in a moment where the bicycle is no longer a mean of transport for the lower classes, but is considered a fast and sustainable mean of urban transport that can even become a luxury product.

**Conceptualization of the system and Project Design**

There are some important aspects that anyone must consider in order to success in launching a new solution related to the urban transport System:

- Coexisting with the urban environment
- Saturated cities
- Economic crisis
- Intermodality
- Business models
- Reducing noise & CO2 contamination
- Going green
- Real-time management
- Intelligence in the system
- Economic viability
- Safe
- Simplicity & User friendly
- Guaranteed operation
- Energy efficient
- Adaptability & Easy installation

**The Result**

The Network of safe private bicycle parking bays is an innovative solution comprised of bicycle parking modules that fully protect it from vandalism, allowing every person to keep his bike in an individual space. This is an alternative and complementary system to bicycle sharing and enables users to have their own bicycle, while at the same time being a more economical solution for city councils.

The electronic control guarantees safe, sure user management. The centralised system enables operators to control the condition of all the modules from one point. It has different technologies (RFID or GPRS) integrated. The modules are completely independent as the power is supplied by solar panels and communication is via mobile telephone networks.

For more information on icnita Emobility please visit: www.icnitaemobility.com
TCP International founded in Stuttgart
Developing sustainable solutions for the transport sector

On the Cities for Mobility World Congress 2008 in Stuttgart, the core of a new consulting company first got together. In the following years, the partners met again and found their common interest in international and sustainable transport issues. Finally, in 2011 five Transport Consulting Partners officially founded TCP International in Stuttgart.

TCP International is an interdisciplinary team that aims at sustainable transport and technology. Its mission is to develop sustainable solutions for the transport sector at local, regional, national and international scale for industrialised as well as for developing countries. To achieve this, TCP International provides the three fields of competence: Strategy - Planning - Engineering.

TCP International offers the full range of state-of-the-art transport consulting services covering the entire project cycle:
- Programming
- Project identification
- Planning, design and tendering
- Implementation
- Evaluation

The consulting firm has been trusted partners to national, regional and local government agencies, multilateral institutions, and commercial industries for more than 20 years on average. The interdisciplinary team provides high-level technical and managerial expertise to successfully develop, design, plan and implement transport projects, developing innovative and customised solutions, based on the latest research, tools and methods. The company’s focus is on sustainability by taking into account the natural environment, financial and economic frameworks and social impacts.

TCP International will continue to participate at the CfM conferences and contribute in workshops and training sessions, aiming at increasing our international network of transport people and supporting the CfM community in achieving sustainability in transport.

For more information about TCP International, please visit the website: www.tcp-international.de
or contact: mail@tcp-international.de
# New members of Cities for Mobility

The following municipalities, organizations and companies have joined the Network *Cities for Mobility* since October 2011. For more information on how to become a member of the network please visit our website: www.cities-for-mobility.org

<table>
<thead>
<tr>
<th>Nr.</th>
<th>City / Organization</th>
<th>Country</th>
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<tr>
<td>1</td>
<td>Walk 21</td>
<td>Great Britain</td>
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<tr>
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<td>Universidade Luterana do Brasil (ULBRA)</td>
<td>Brazil</td>
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<td>3</td>
<td>The Peoples Government of Beijing Municipality</td>
<td>China</td>
<td><a href="http://www.beijing.gov.cn">www.beijing.gov.cn</a></td>
</tr>
<tr>
<td>4</td>
<td>Velmobi / Mobilidade Sustentável</td>
<td>Brazil</td>
<td><a href="http://www.veli.mobi">www.veli.mobi</a></td>
</tr>
<tr>
<td>5</td>
<td>Helmholtz Zentrum München / Institute of Ecological Chemistry</td>
<td>Germany</td>
<td><a href="http://www.helmholtz-muenchen.de/forschung">www.helmholtz-muenchen.de/forschung</a></td>
</tr>
<tr>
<td>6</td>
<td>Dolomiti Bus</td>
<td>Italy</td>
<td><a href="http://www.dolomitibus.it">www.dolomitibus.it</a></td>
</tr>
<tr>
<td>7</td>
<td>Rhônalpénérégie-Environnement</td>
<td>France</td>
<td><a href="http://www.raee.org">www.raee.org</a></td>
</tr>
<tr>
<td>8</td>
<td>Instituto Tecnológico de Aragón</td>
<td>Spain</td>
<td><a href="http://www.ita.es">www.ita.es</a></td>
</tr>
<tr>
<td>9</td>
<td>Stadtverwaltung Sindelfingen</td>
<td>Germany</td>
<td><a href="http://www.sindelfingen.org">www.sindelfingen.org</a></td>
</tr>
<tr>
<td>10</td>
<td>Claessens Consulting Compagnie &amp; Leo Motors</td>
<td>The Netherlands</td>
<td><a href="http://www.cccompagnie.com">www.cccompagnie.com</a></td>
</tr>
<tr>
<td>11</td>
<td>Brenner Plan GmbH</td>
<td>Germany</td>
<td><a href="http://www.brennerplan.de">www.brennerplan.de</a></td>
</tr>
<tr>
<td>12</td>
<td>Center for Study of Science, Technology &amp; Policy</td>
<td>India</td>
<td><a href="http://www.cstep.in">www.cstep.in</a></td>
</tr>
<tr>
<td>13</td>
<td>Center za razvoj Litija d.o.o.</td>
<td>Slovenia</td>
<td><a href="http://www.razvoj.si">www.razvoj.si</a></td>
</tr>
<tr>
<td>14</td>
<td>DC Brand Concepts GmbH</td>
<td>Germany</td>
<td><a href="http://www.dbbrandconcepts.de">www.dbbrandconcepts.de</a></td>
</tr>
<tr>
<td>15</td>
<td>Democracia y transporte (ONG)</td>
<td>Peru</td>
<td><a href="http://www.democraciaytransporte.org">www.democraciaytransporte.org</a></td>
</tr>
<tr>
<td>16</td>
<td>Municipalidad de Junín</td>
<td>Argentina</td>
<td><a href="http://www.junin.gob.ar">www.junin.gob.ar</a></td>
</tr>
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<td>17</td>
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<td>Austria</td>
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</tr>
<tr>
<td>18</td>
<td>Fundación Zaragoza Logistics Center</td>
<td>Spain</td>
<td><a href="http://www.zlc.edu.es">www.zlc.edu.es</a></td>
</tr>
<tr>
<td>19</td>
<td>Municipalidad de La Falda</td>
<td>Argentina</td>
<td><a href="http://www.lafalda.gov.ar">www.lafalda.gov.ar</a></td>
</tr>
<tr>
<td>20</td>
<td>City of Monash</td>
<td>Australia</td>
<td><a href="http://www.monash.vic.goc.au">www.monash.vic.goc.au</a></td>
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<tr>
<td>21</td>
<td>K-Trafik Consultoria em Engenheria e Arquitectura</td>
<td>Brazil</td>
<td><a href="http://www.ktraffik.com.br">www.ktraffik.com.br</a></td>
</tr>
<tr>
<td>22</td>
<td>Abrapark - Associação Brasileira de Estacionamentos</td>
<td>Brazil</td>
<td><a href="http://www.abrapark.com.br">www.abrapark.com.br</a></td>
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<tr>
<td>23</td>
<td>8-80 Cities</td>
<td>Canada</td>
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</tr>
<tr>
<td>24</td>
<td>City Municipality of Ljubljana</td>
<td>Slovenia</td>
<td><a href="http://www.civitasljubljana.si">www.civitasljubljana.si</a></td>
</tr>
<tr>
<td>25</td>
<td>Stadtmbol e.V.</td>
<td>Germany</td>
<td><a href="http://www.stadtmobil-ev.de">www.stadtmobil-ev.de</a></td>
</tr>
<tr>
<td>26</td>
<td>Autonetzer GmbH</td>
<td>Germany</td>
<td><a href="http://www.autonetzer.de">www.autonetzer.de</a></td>
</tr>
<tr>
<td>27</td>
<td>Strojarska Tehnička Škola Fausta Vrančića</td>
<td>Croatia</td>
<td><a href="http://www.faustvrancic.com">www.faustvrancic.com</a></td>
</tr>
</tbody>
</table>
Don’t let the weather stop you!!
Impressions from winter in Denmark, Finland and Estonia
CfM network coordination team


cities for

mobility

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