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Editorial

IMPACTS Europe going forward!

In this edition, we report on May's Budapest conference where six new member states met for the first time with the IMPACTS member cities. We very much hope our collaboration will develop and organise itself quickly - the IMPACTS conference in Amsterdam in March 2005 will illustrate this fact.

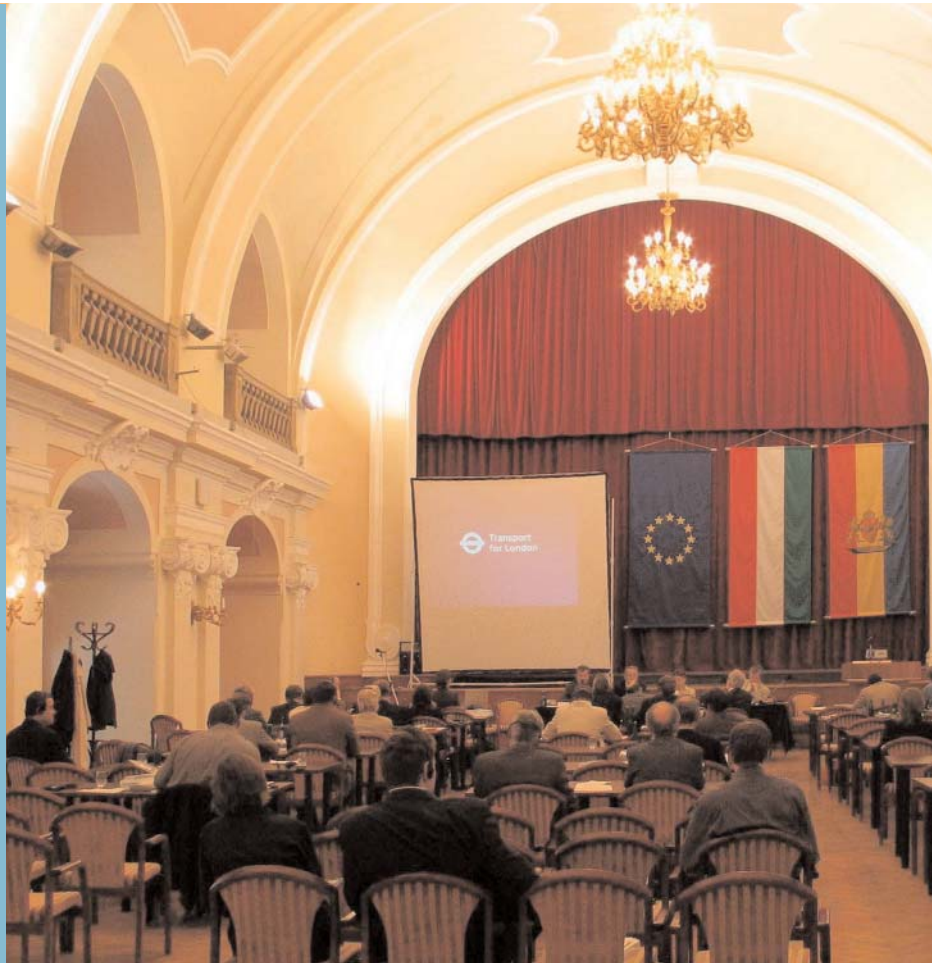
Outside of Europe we are helping IMPACTS Latin America get started. At the Mayor of Quito's invitation, this began in September with a meeting of the cities willing to set up IMPACTS Latin America and to cooperate with us.

IMPACTS North America is preparing to host the intercontinental conference in Seattle next summer - the first assembly of the three IMPACTS network: Europe, North America and Latin America!

Lastly, our participation in the initiatives of the European Commission has been effective: the Commission accepted the FIDEUS project and our involvement in the European Expert Working Group on Strategic Research regarding sustainable development continues...

Happy reading!

Laurence Douvin,
IMPACTS Europe President



Budapest conference

May 2004 marked the historic month that the European Union enlarged and embraced ten new member countries.

IMPACTS also enlarged during May, when the IMPACTS Europe 8th Annual Conference was held in Budapest. On 25 and 26 May 2004 Mr Gabor Demszky, Mayor of Budapest, invited IMPACTS Europe delegates to reflect on 'Public Transport and Mobility Policies in European large Cities'. Central Europe was represented by delegates from Bratislava, Budapest, Ljubljana,

Prague, Tallinn and Warsaw. These new IMPACTS members had the opportunity to exchange their views with officials from Amsterdam, Barcelona, Berlin, the region of Brussels, Geneva, Göteborg, Lisbon, London, Paris, Rome, Stockholm and Vienna.

In his welcome address, the Mayor stated that public transport is a major concern for



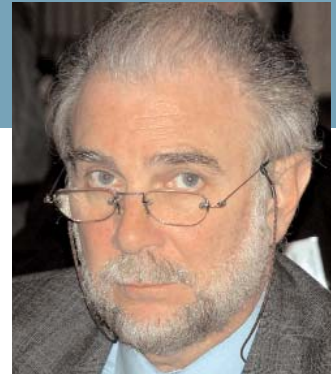
Rudolf Schicker, Vienna



Maria Krautzberger, Berlin



Mick Hickford, London



Julio Garcia Ramon, Barcelona

Central European cities, and especially for Budapest, where the modal split between private car use and public transport has reversed dramatically to 50:50.

Mr Demszky explained that Central European cities urgently need financial reforms to enable them to favour public transport through regeneration and improved infrastructure. He was happy to announce that a state grant had just been allocated by the Government to improve public transport infrastructure in Budapest.

Public transport in Central European cities

During the conference, city officials and decision-makers from Central Europe provided an overview of their public transport systems. Political and economic changes of the last 20 years have led to significant growth in their cities. This growth has changed mobility patterns, particularly the increase of private motorisation at the expense of public transport.

Funding has not increased in line with the rapid spread of urban

sprawl and conurbation. This has placed a great strain on public transport and has led to outdated systems in real need of modernisation.

The lack of coordination in public transport was also highlighted as a problem – in most Central European cities, planning and decision making processes are separated and there is no integrated and long-term planning, leading to disjointed networks.

On a more positive note, representatives highlighted that significant changes are occurring:

- Measures are being taken to design, develop and manage transport structures as a complex system based on integration of all modes. In Prague, the railway lines and stations have now been integrated into the transport system, making it possible to serve many areas outside the city. Furthermore, cities are aware of the importance of a coordinating body and are working to make this a reality.

- Transport officials have also realised that public transport must be made attractive not only in terms of capacity but also through improved service quality - in areas such as punctuality, frequency, and accessibility for people with disabilities. Passenger requirements are now being considered, as seen in Tallinn where electronic ticketing is meeting the need for personalised tickets and pricing.

Legal status and organisation of urban public transport

The debates about European Commission legislation were particularly lively. European legislation has introduced the concept of controlled competition, which favours the emergence of national and multinational operators through tendering for allocation of public services. This entails legal uncertainty regarding state aids applying to public transport - which is supposed to be solved by the Altmark ruling.



Mayor Gabor Demszky, Budapest

‘Innovative ideas were expressed regarding financing public transport, the externality of private car cost, road pricing, adjusting daytime parking prices and optimising expenses.’

Regarding Altmark, Rome in particular expressed their view that financiers and legislation must stay consistent for public transport policies to remain efficient. However, cities did recognise that they will have to face, if they haven't already done so, some sort of liberalisation that presupposes a new organisation of the administration of tendering, quality control and distribution of public subsidies. Rome, Göteborg, Stockholm and Berlin have already initiated this process.

Given the number of operators and the numerous levels of responsibilities in one city, organisation emerged as a complex issue.

Participants agreed on the need for a coordinating body, as exists in Paris, which signs contracts with the operators and coordinates the investments between transport operators.

Public transport and city planning

The importance of city planning was emphasised at the conference, and several transport plans illustrating the importance of the relationship between urban structure and transport demand were thoroughly reviewed.

Cities' presentations showed the audience that city structure

and urban density are critical determinants for local public transport demand. Berlin and Amsterdam demonstrated that the evolution of city structure is closely linked to the development of the transport network.

London showcased their significant bus growth to delegates. They showed how strong political involvement and clear concrete measures were vital for improvements in the bus service.

Also presented were alternatives for powering buses and intermodal solutions for improving transport sustainability.

Innovative ideas were expressed regarding financing public transport, the externality of private car cost, road pricing, adjusting daytime parking prices and optimising expenses.

Perspectives

The conference ended with a round-up of perspectives from IMPACTS Europe. This had a special focus on the newly completed FREDERIC project on freight delivery, and on the FIDEUS and PLUME projects.

All participants left the conference pleased with the contacts made and expressed their intention of pursuing and developing cooperation in the newly enlarged Europe.



Mobility rising

Antonio Hogders, member of the Parliament, Republic of Geneva, discusses the results of a 2000 Transports Publics Genevois survey, which suggest that by 2020 mobility is likely to increase in the region by 40 per cent.

In order to prevent private car use rocketing during this time, public transport must increase its take-up by 65 per cent. This increase is the minimum percentage to be reached to maintain the modal share of today!

Between 2003 and 2006 the State of Geneva plan to increase public transport by 20 per cent. This means an extra 8 million euros in the annual operating expenses of the Transports Publics Genevois (TPG). As the state only finances a maximum of 50 per cent of transport costs, the remainder must be supported by customers and publicity.

Additionally, investment is needed to rebuild the tramways which operated at the beginning of the 20th century but which were destroyed in the 1960s. Compared to buses, trams

can not only support a higher transport volume but also operate on reserved lanes, which improves their commercial speed compared to private transport.

These structural changes come with the purchase of more modern and comfortable rolling stock. It is important to inform people about mobility improvements, so the image of TPG has also been updated, with the creation of a new logo and a change in bus colour.

The first results for 2003 are convincing. Public transport take-up has increased by 2.7 per cent compared with 2002, and network use has followed the same trend with an increase of 4.1 per cent. This shows the effectiveness of combining both a quantitative and

qualitative approach for improving public transport.

The next big steps are the inauguration of new tram lines in December 2004 and December 2005. Moreover, the State of Geneva is developing a tariff community together with the transport operators (bus, train, ship) of the Geneva region and the neighbouring French departments. The state thereby hopes to deal with the cross-border motorised traffic which has greatly increased for several years and is likely to increase further with the implementation in Switzerland of European standards with regard to freedom to work and to establish a company.

Regarding public transport, Geneva is back on track. Now it must keep on moving forward!

Clean air is important to all of us. It is estimated that up to 1,600 people can die prematurely each year due to health problems caused by breathing London's polluted air. The most vulnerable are children, older people and those with heart and lung problems.



London previews the fuel of the future

London's air has long been polluted. As recently as the 1950s the capital was frequently engulfed in smogs, sometimes resulting in deaths. Since then, government clean air regulations, the closure of coal-fired power stations and increasing use of central heating rather than coal to warm our homes has ensured that smogs are no longer a problem in London.

Pollution is now less visible, but is still damaging our health. Today, most pollution in London

comes from road traffic. London is a busy city, with 11 million car journeys made every day. Transport is essential to the capital, and we need to enable people and goods to travel freely - but we also need to improve air quality.

London leading the way

London is taking part in a pioneering project to reduce air and noise pollution by testing the first generation of zero emission fuel cell buses. This important initiative is a key part of the

The CUTE experience

Up until 30 April 2004, the 30 buses have seen an average service life of 5.6 months in normal passenger service, during which time they have covered a total of 190,000km, and 15,000 hours in service.

The daily running time of the buses is 10.3 hours on average, ranging from 8 hours to a maximum of 15 hours. The scheduled mileage is on average 120km with extremes of 80km and 171km.

The main conclusion from these figures is that the use of fuel cells is not the limiting factor in running time, but rather the availability of skilled service personnel.

Bus reliability has been very high, with few instances of breakdowns, or long (five or more days) out-of-service incidents. Where these have occurred it is more likely to be issues around the refueling stations or spare parts availability rather than any mechanical issues.

Mayor's Transport and Air Quality Strategies, which are designed to help give Londoners a cleaner and healthier future. Not only is the fuel cell bus trial a significant step towards achieving that goal, it also demonstrates that London is leading the way in alternative forms of public transport.

Nine cities in Europe are taking part in the Clean Urban Transport for Europe (CUTE) fuel cell bus trial, making it the largest project of its type anywhere in the world. It is so important because greenhouse gas emissions and inner city noise levels are a major source of complaint. The project brings together over 40 organisations, including the bus manufacturers, operating companies, hydrogen suppliers, fuelling and storage facilities, and universities. It is part of the ongoing development of clean urban transport systems that combine energy efficiency with cost-effectiveness.

The CUTE project started in November 2001. It was initiated by DaimlerChrysler/Evobus and is supported by the European Union (EU). Taking part in the CUTE project are Amsterdam, Barcelona, Hamburg, London, Luxembourg, Madrid, Porto, Stockholm, and Stuttgart. Chosen out of a large number of interested cities, the choice fell on these candidates based on their geographical and topographical

diversity, as well as their technical ability to tackle such a technologically advanced project. Each of these cities, as well as the city of Reykjavik, has bought three DaimlerChrysler/Evobus Citaro buses with Ballard fuel cells.

Confidence in the reliability of the buses is shown by the fact that in half the cities the CUTE buses replace a conventional bus in service, while in the other half the fuel cell buses run in between two normally scheduled conventional buses.

The future for the fuel cell buses looks good - as 80 per cent of the cities see it as an option for future procurement and 70 per cent see it as a possibility to solve future energy problems. This alone seems to be a very positive assessment of the quality and reliability of the CUTE/ECTOS buses in the various cities.

Fuel cell buses are currently expensive to buy and operate but their costs will come down, and the last few years have already seen a dramatic drop in prices. As this occurs, and with the practical experience gained during the CUTE project, fuel cell technology is likely to become more widespread throughout the UK. It is already becoming a realistic alternative, in the medium term, to traditional fossil-based transport fuels.

Trends and challenges

Traffic growth in Bratislava during the last 15 years has reached an unsustainable level.

With a history stretching back to the 2nd century BC, Bratislava sits in south west Slovakia bordering Austria and Hungary. Carpathian Hills, the River Danube and its lowlands are the most significant geographical features. In addition to 450,000 residents, 200,000 people commute in each day, placing stress on the transport system. Despite the promise of a metro to solve the traffic problems, it has been continually postponed.

Transport today

Economic growth has made residents increasingly mobile. By 2002, the 2.85 trips per person per day in 1990 had grown to 3.09. The modal split of public and individual transport has changed from 75:25 to 59:41 in favour of car usage.

Congestion has worsened due to the construction of a new



residential area housing 120,000 residents. Those who have to cross the Danube each day can only choose between car and bus, making bridges congested and buses overcrowded.

Previous plans

The city's landscape limits growth or improvement of the road network. This is good news, as investment in public transport is the only realistic way of improving transport problems. Public transport development plans previously focused on completing two 30km metro lines, with a network of trams, buses and trolleybuses. However, lack of investment has delayed the project year after year, and the problems simply worsened.

A new solution

Whilst financial backing for the improvements was sought, new tramway technologies appeared and the cost increased. There

are now several opportunities to improve the public transport system, based firstly on enlarging and improving the existing tramway network.

A new public transport development strategy was accepted by the city council in 2003. It aims to extend the tramway network across the Danube and use the latest technology to increase capacity, speed, comfort, safety and reliability for the whole public transport system. While costly, the new solution offers better opportunities for financing the related investments.

A properly functioning transport system is an important factor for economic growth, sustainability and quality of life. Its development is therefore the highest priority for the city municipality.

Eno Saar Director of Transport and Environment

Estonia's capital Tallinn has 398, 000 inhabitants and is located at the crossroads of St Petersburg, the European part of Russia, the Baltic Sea and Western Europe.

Mr Eno Saar is head of the Transport and Environment Department of the City of Tallinn, and has been working in transport for 14 years, both in the private and the public sector. His main responsibilities concern organising the public transport services in Tallinn.

What transport issue do you feel most passionate about?

I feel most passionate about the issues concerning the priority of public transport in city traffic.

How do you feel the European Union (EU) enlargement will benefit Estonia?

It will benefit Estonia in several ways. For example, I find important the possibility to learn from the best practice of others and use it with the help of the EU resources so that the situation in Estonia would be better and comparable with western countries.

What is the current transport situation in municipalities in your country?

Currently in Tallinn only 30 per cent of trips are made by public transport (compared to 77 per cent in 1990). We are trying to prevent any further decreasing of the share of public transport.

What are the main transport challenges in municipalities in your country?

Our main challenge is to raise the share of public transport. Important challenges are concerned with the priority of public transport as well.



Some of the major transport projects in Tallinn now are:

- cooperation with the city of Malmö in the CIVITAS II project 'VISIT 2008 - Vision for an intelligent sustainable intermodal city traffic 2008
- cooperation with ACCESS-POLIS within the community framework to promote sustainable urban development in the PILOT project (Planning Integrated Local Transport) for elaborating a sustainable transport plan for the city of Tallinn
- cooperation with French consultation company Systra for optimising the line network and taking into use the transport modelling package TRIPS
- PIKAS 2004 - building, optimisation and synchronisation of traffic schedules using original graphic view.

Improving public transport

Since the beginning of the nineties Warsaw has experienced a huge increase in the number of passenger cars to 380 cars per 1000 inhabitants.

Yet the increase has not been compensated for with adequate road network development, leading to high congestion levels. Streets have become more crowded and more frequently obstructed by traffic. Rising traffic has increased both exhaust gases emission and noise levels.

In light of this, radical action is required to improve mass public transport in Warsaw, and to limit private vehicle access to downtown as soon as possible.

Statistical data

Warsaw occupies an area of 517km² within its administrative boundaries, and is inhabited by 1,700,000 people. The city's urban sprawl comprises 22 communes with a total area of circa 1108km², inhabited by 2 million people. Public transport operates in all these areas.

The public transport network in Warsaw and the suburban zone encompasses:

- 121km of tramway routes, including 115km on separate tracks

- 955km of day bus routes
- 338km of night bus and tramway routes.

Transport line structure in Warsaw includes:

- 31 tramway lines
- 187 bus lines
- 1 subway line (151km).

The Office of Transport participates in planning and coordinating transport, and produces development plans for rail and public transport services in the city. It analyses needs, supervises schedules, initiates changes in ticket tariffs and cooperates with rail companies. The Office coordinates the cooperation of the Warsaw Transport Authority with the Municipal Road Authority.

Warsaw Transport Authority and public transport companies

The Warsaw Transport Authority (ZTM) is a budget entity of the city, and is directly supervised by the Office of Transport. Transport services commissioned by the ZTM are realised by both public (Municipal Bus Company,



Warsaw Tramways, Warsaw Subway) and private haulers.

Public transport in Warsaw receives its funding from two sources - ticket sales and the city's budget. Ticket sales at present cover half of public transport running costs.

Development, priorities and plans

Warsaw is currently prioritising the following developments:

- continuation of construction of the subway line
- an improved, modernised and more environmental rail transport to form the main means of public transport
- construction of an integrated mass transport system that will include all means of transport (subway, buses, tramways, railway).

To ensure that these developments are truly successful, it will be essential to build a structure that will coordinate all tasks across the city. Integrated Traffic Management Systems will be one of its important elements.

Jörgen Linder

The city of Göteborg in Sweden is a great destination for transport enthusiasts, with the Älvsnabben ferry crossing the Göta, the city's famous trams adding to the urban landscape, and traffic coordinated with a leading system for electronic traffic planning.

Mr Jörgen Linder has been lucky to live his life in this beautiful city, and has been a member of its city council since 1970, holding the post of Lord Mayor from 1985 to 1991, and again since 1994.

He studied at the University of Göteborg, earning a BA in statistics, economy and political science, and then worked as secretary for the Social Democratic party in Göteborg from 1969 to 1982. Since then, he has worked on information matters at HSB, a cooperative housing company in Göteborg, in parallel with his functions in the city.

He is married to Lisbeth Cajstam, and has two sons, one daughter, a grandson and a granddaughter.

Apart from IMPACTS, what are your other work commitments?

To be Lord Mayor, which includes being responsible for courtesy matters for the city, and to be active in marketing the city and the region.

What do you most enjoy about your job?

To meet so many interesting people.

What do you find most challenging about your job?

To create new contacts for my city.

What was your ambition when you were growing up?

To get a good education and an interesting job.

What do you do in your free time?

My wife and I travel a lot; I also like to see my grandchildren, read books and play football.



What would be your perfect weekend?

Nice long walks and good food in Paris.

What would you do if you won the lottery?

As I have a degree in statistics, I never gamble. So I will never win the lottery.

Describe yourself in three words.

Flexible, patient and with some humour.

What is your favourite place in the world?

Beside my hometown Göteborg, it's Paris.

Who would you like to be stuck in a lift with?

My wife.

Who would you least like to be stuck in a lift with?

Some nervous smoker.

IMPACTS North America

Bye Bye Andrea!

After seven years as the Mayor of Boston's Chief of Environmental Services and Commissioner of Transportation, Andrea d'Amato resigned her post on 30 June for personal reasons. Since the introduction of 'Big Events in Big Cities' at the 1999 Rome Conference, she has played a major role at IMPACTS. All of us will no doubt keep in mind her joyful temperament and her permanent smile together with the quality of her reflection and her strong involvement in the success of IMPACTS as a whole.

On behalf of all City representatives, we sincerely wish Andrea many professional as well as personal successes for the coming years.



IMPACTS North America

Welcome in Seattle

It is now official! The next IMPACTS intercontinental conference will take place in Seattle between 29 June and 1 July 2005.

Located in the state of Washington, Seattle is a commercial, cultural and advanced technology hub in the United States of America's Pacific Northwest, and a major port city for trans-Pacific and European trade. Surrounded by

mountains and water, the greater Seattle area features picture-perfect views and abundant recreational opportunities year-round.

The preparation of the event has already started and in the next edition of this newsletter we should be able to provide you with more details. However we strongly recommend you to note the event in your diary!

IMPACTS America Latina

Creation of IMPACTS America Latina

First announced in November 2003 during IMPACTS' 8th Intercontinental Conference in Geneva, the creation of the third continental body of IMPACTS, IMPACTS America Latina, is now a reality!

The association hopes to enable policy-makers from Latin American cities to exchange data and points of view on mobility and transport issues, and should be an efficient means for developing cooperation with North American and European major cities in the IMPACTS network.

IMPACTS America Latina was launched with a conference hosted by Quito, Ecuador, on 22 and 23 September 2004.

A protocol of constitution was signed between:

- Argentina (Buenos Aires, Cordoba)
- Brazil (Brasilia, Sao Paulo)
- Colombia (Cali, Medellin)
- Ecuador (Cuenca, Loja, Quito)
- Guatemala city
- Mexico city DF
- Peru (Chiclayo, Lima)
- Dominican Republic (Santo Domingo), and
- Venezuela (Lecheria).

In addition, the cities of Caracas (Venezuela), Asuncion (Paraguay), Havana (Cuba), Montevideo (Uruguay) and Porto Alegre (Brazil) wrote a letter expressing their interest in becoming founding members of IMPACTS America Latina.

Representatives from Seattle, Barcelona, Brussels, Geneva and Paris also attended the conference. The conference included discussions on topics such as the mobility challenges

of Latin American cities, and the advantages of tackling transport issues as an association.

For further information on the conference, please consult the IMPACTS website.



René Meijer

FIDEUS news

After FREDERIC, IMPACTS turned towards another European project that could complement and benefit from the outcomes of the workshops and conference.

This project, called FIDEUS (Freight Innovative Delivery in European Urban Space), obtained a very positive evaluation, and the negotiation with the Commission has already been engaged in order to start work at the beginning of 2005.

The objective of FIDEUS is to provide a complementary set of vehicle solutions to support an innovative approach to the organisation of urban freight transport, in line with political strategies to safeguard the 'liveability' of cities, while being compatible with efficient logistics.

FIDEUS promotes a coordinated approach involving the automotive industry, logistics companies and city decision-makers. The aim is to make available appropriate vehicles to ensure that delivery operations are efficient, and that cities have the necessary information and tools to define and manage effective mobility policies for goods traffic. To provide such

a solution requires a rethinking of distribution logistics in the context of the whole delivery chain. Since there is no single optimum vehicle, FIDEUS proposes a complementary range of three vehicle types, including an innovative 'clean' goods carrier, an adapted 3.5 ton van and 12 ton truck. These all incorporate advanced technologies and equipment, including an 'urban goods container' to improve operational efficiency and minimise the environmental impacts.

Consortium:

- C.R.F. (Italy), Coordinator
- Deutsche Post AG/DHL Express Deutschland, Germany
- TNT Innight B.V., The Netherlands
- Cybernetics SA, France
- IVECO, Italy
- University of Westminster, United Kingdom
- AB VOLVO - Renault Trucks, Sweden/France
- MIZAR Automazione spa, Italy
- IMPACTS Europe
- Fraunhofer, Germany

Amsterdam: IMPACTS Europe 9th Conference

It was in Budapest that Mr René Meijer, Deputy Director for Infrastructure, Traffic and Transportation, announced that Amsterdam accepted to host IMPACTS 9th European Conference in 2005.

On 7 July, Ms Laurence Douvin and Mr Jean-Louis Graindorge met Mr Mark Van der Horst, Vice Mayor, responsible for Traffic and Infrastructure Seaports. He confirmed his interest and enthusiasm for the exchange with the other IMPACTS member cities.

As Amsterdam, like a number of European Cities, has initiated a reflection process on road pricing to prevent congestion, this will be the main topic of the Amsterdam Conference, which will take place on 17 and 18 March 2005.

Taxis at the crossroads?

James Cooper of the TRi Taxi Studies Group discusses the current issues facing the taxicab.

We commonly distinguish between public and private transport, thinking on one hand of cars and motorcycles, and on the other, of buses, trains, trams and so on. The taxi is often left out of these definitions, fitting somewhere on the boundary between the two. Taxi services also suffer from the common misconception that the mode is predominantly the realm of business users. The truth is that taxis carry more low-income passengers than premium business traffic in many cities.

The role of the taxi is, or could be, significantly greater than its image portrays. A lack of consistency in the industry, and a failure to include taxi services in wider analysis, works against the public interest. Single-issue concerns predominate, preventing wider assessment.

The most common complaint is the inability to get a taxi when returning from weekend entertainment. This is symptomatic of underlying

and unresolved conflicts. The shortage of taxis at key times (Friday and Saturday nights) is only one indication of the need to balance supply with demand. This in turn is impacted upon by service supply issues including: determination of fares, requirement for controlled entry (Edinburgh, Glasgow etc), and other barriers such as driver knowledge testing (London); and measurement of unmet demand.

To date, attempts to include and improve taxi services have concentrated on delivery of services on the sole basis of short-term customer benefits. While the measure is fair and appropriate, it is not exclusive or all embracing. Rather, optimal 'solutions' should take account of longer-term impacts to industry structure and viability. Questions arise relating to: measurement and inclusion of impacts on operators; knock on consequences in employment (and ultimately service quality,



for example Fresno and Seattle); and impact on licensing authorities (extent of recovery program or licensing regime, for example San Diego). The split between low and high-income users also creates difficult choices.

The current round of price based supply solutions tend to be partial, and act against the interest of low-income travellers. The imposition of price competition also benefits customers with greater negotiating power. To complicate this further, a lack of a common approach to price setting exists, with prices often updated on pseudo theories; relative changes in prices, rather than absolutes, and may be dropped from sight wherever political expedience intervenes.

The concept of best delivery should not be specific to a political or regulatory agenda, but rather concentrate on optimal structures appropriate to differing locations.

European expert working group on Urban Environment Research and Training Needs

The European Commission has invited Ms Laurence Douvin to join an expert working group within the framework of the communication 'Towards a Thematic Strategy on the Urban Environment'.

The group is made up of 25 experts from 14 countries representing a broad spectrum of European Union member states and cities, working as researchers, academics and as government officials from local, regional, national and European levels.

The next edition of IMPACTS News will devote a detailed article to the outcomes of the working group.

Calls for proposals DG TREN

The third call for proposals (FP6-2004-TREN-3) was published on 29 June 2004.

The closure date is 8 December 2004 (<http://fp6.cordis.lu>).

Themes: Public Transport, Intelligent Transport Systems, Intermodal Freight Transport Management, Road Safety, and Transport Economy.

Events

4 and 5 November 2004, Fano, Italy

DISCUS Final Conference

(Developing Institutional and Social Capacities for Urban Sustainability)
'Governing sustainable cities', ICLEI

8 November 2004, Ancona, Italy

EU Expert Working Group

'On sustainable development'

22 November 2004, Paris, France

IMPACTS Executive Committee

2 and 3 December 2004, Genoa, Italy

19th Annual POLIS Conference

'Citizens first: the impact of transport on local society, Optimising costs and financial resources' (www.polis-online.org)

Impacts website: www.impact.org

- You will find all the documents from the Budapest Conference on the IMPACTS website, including the list of participants, the agenda, the complete proceedings, the presentations (in a PDF format) and some nice photographs taken during the event!

Have a click!

- Please remember that an online survey on public transport is available on the site. We invite you to fill in the questionnaire, which will take just a few minutes! When the survey is closed, we will be conducting

a benchmarking exercise, the results of which will be shared with all participating cities and bodies.

Have a click!

- News about the Quito conference will keep you informed about what happened during the meeting.

Stay connected!

- We would also like to remind you that an online questionnaire on freight deliveries is available on the FREDERIC website at the following address: <http://www.impact.org/FREDERIC>

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