

Call for proposals 2005

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Application Form for Type 1 Actions

STEER

Part II

Full title of the proposed action:	COMmon PROcurement of collective and public service transport clean vehicles
Action acronym:	COMPRO
Co-ordinator: (Organisation, Address)	ISIS – Institute of Studies for the Integration of Systems Via Flaminia, 21 – 00196 Rome, Italy

Part II: Detailed Description of the Action

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1. Summary

The need for energy efficient and sustainable transport systems is a recognised concern in Europe as the negative impact of traditional transport on our environment is increasingly worrisome. Local authorities largely contribute, for 75% of energy is used in cities, with road vehicles accounting for 80% of the energy used by transportation. There is a considerable potential for reducing the emissions of vehicles, but clean technologies are still more expensive than the conventional ones, unless a critical mass is reached. COMPRO aims to aggregate local authorities as they represent crucial market actors when it comes to vehicle procurement. Clean vehicles joint procurement schemes proved to be successful in attracting the automotive industry and pressing the prices. In the absence of European or national legislation, the COMPRO consortium will analyse the conditions for a common procurement at European scale of collective and public service transport vehicles.

COMPRO starts with the ‘State of the art and selection of technology’ (WP2) as a technology oriented approach will be adopted. An attempt will be made to build the common procurement process around around CNG, although other options will also be considered . The procurement scheme will be enlarged to a wide number of local authorities in Europe to reach the critical mass needed to allow for competitive prices (WP3). Facilitators will be identified interfacing demand with supply and an active involvement of the industry will ensure that COMPRO will work in accordance with concrete technological options available on the market and with a general consensus (WP4). The study on how to best circumvent the obstacles posed to a common trans-national procurement, will allow to define criteria and key elements for the draft tender (WP5). A concrete dialogue with the outside will be ensured by the ‘two ways’ communication plan, providing for wide dissemination and for a constant feedback from stakeholders (WP6).

The main expected result is the establishment of consensus among a large group of EU local authorities on the contents and operational functioning of a joint procurement. Along the process, COMPRO will notably contribute to:

- ✓ The identification of barriers which hamper the production and diffusion of clean vehicles;
- ✓ The identification of homogeneous terms and conditions for achieving common standards and sales;
- ✓ The presentation of the main insights derived by the development and management of a participatory process that pools together knowledge and expertise of public and private partners;
- ✓ The elaboration of final recommendations, which will distil the outline of a “good process” to approach and prepare effectively a procurement initiative.

2. Objectives of the Action

The need for energy efficient and sustainable transport systems is a recognised concern across Europe and it is one of the primary goals of the policy and project initiatives launched by authorities at EU, national and local level. While mobility is undeniably essential to economic development, cultural and social integration, the negative impacts of traditional transport on our environment – congestion, noise and air pollution – is increasingly worrisome. Local authorities play a strategic role in this context, for 75% of all energy is used in cities, with road vehicles accounting for 80% of the energy used by transportation.

The rationale of the proposal stems from the consideration that there is a considerable potential for reducing the emissions of vehicles, but the technologies that make it possible are still more expensive than the conventional ones, unless a critical mass is reached.

The project aims to aggregate local authorities and stakeholders not only because they bear the ultimate responsibility for the quality of life enjoyed in the administered urban environments, but because they are crucial market actors when it comes to vehicle procurement. As a larger unified front, local authorities can be an influential market player with the capacity to concretely promote and invest in zero and/or low emission vehicles. Similarly, they can help to improve the necessary catering infrastructure, to press the prices of cleaner, "greener" fuels and vehicles, to stimulate public interest and to supply appropriate incentives. Furthermore, an increased and harmonized demand from local authorities would provide support for vehicle manufacturers to develop public transport means with better performances in terms of energy consumption and pollutant emissions at a much lower cost.

In the past, clean vehicles joint procurement schemes proved to be successful in attracting the automotive industry. In the absence of European or national legislation, the COMPRO partners local administrations decided to team up to form a "*purchasing syndicate*" capable to capture the interest of large manufacturers. It is expected that the procurement scheme will boost the clean vehicle market accelerating the attainment of the critical mass required to make the acquisition of clean collective transport fleets valuable compared to conventional ones. In the long run, the replication of such schemes will allow for a market transformation towards clean and standardised technologies and the creation of economy of scales to the benefit of society as a whole.

In other terms, the multiple aim of the project is to:

- Encourage local public authorities to procure more energy-efficient and less polluting vehicles, optimising the use of public money;
- Develop a market for clean vehicles by supporting the automotive industry in the development of cleaner technologies;
- Generate environmental gains by reducing pollutant emissions from vehicles;
- Accelerate the technological development of energy-efficient and environmentally friendly busses by the European motor-industry;

- Improve directly air quality and the living conditions in urban areas for the citizens;
- Reduce the dependence from mineral oil and other limited resources.

The objectives of the project are in line with the EC policies, as outlined in the following chapter, and in particular with the proposal for a new Directive on the promotion of clean road transport vehicles¹ recently published by the EC. The Directive would oblige public bodies to earmark a minimum quota of 25 % of their annual procurement of heavy duty vehicles to 'enhanced environmentally friendly' vehicles (EVV) as defined in the European Performance Standard².

COMPRO has been conceived to go beyond the Directive proposal obligations, by preparing local authorities to respond to the Directive requirements through common procurement schemes which would multiply the impact on the clean vehicles market.

In concrete terms, the **COMPRO** local authorities committed to a swift uptake of clean vehicles and alternative fuels as a major component of their policies, will analyse the conditions for a common procurement at European scale of collective transport vehicles. A technology oriented approach will be adopted, based at the outset on the prevailing interest of the concerned local administrations towards CNG. As other innovative clean technologies (e.g. hybrid) are at the core of clean transport policies of the consortium partners, the challenge of **COMPRO** will be to make the local interests converge around one single technology and build the common procurement process around it. The procurement scheme will be enlarged to a wide number of local authorities across Europe so as to reach the critical mass needed to allow for competitive prices. The identification of effective facilitators interfacing demand with supply and an active involvement of the industry will ensure that **COMPRO** will undertake actions in accordance with the concrete technological options available on the market and with the consensus of the key market counterpart.

As the **STEER** programme does not consider as eligible the launch of a tender contract, this ultimate action will not be considered in the present proposal. Nevertheless, it is realistic to believe that once the feasibility of the process is proved, the group of committed cities will swiftly proceed to the launch of the common tender contract.

With reference to the specific **STEER** call for proposal, **COMPRO** addresses the **Vertical Key Action VKA8: Alternative vehicle propulsion**. The proposal will take up one of the priority topics underlined in the call, specifically the establishment of a joint procurement procedure of clean fuels/vehicles. The following target areas of **VKA8** will be the main focus:

- ✓ *Supply chain and market structures for alternative fuels requiring separate supply chains;*
- ✓ *Market demand for alternatively propelled vehicles;*

As for the contribution to the expected results identified by the call, the project will certainly contribute to

- *Greater market penetration of alternatively propelled vehicles;*

¹ SEC (2005) 1588

² Directive 2005/55/EC

- *Improvement of alternative fuel supply chains and development of market structures.*

Similarly, the proposal provides valuable inputs to **Vertical Key Action VKA9: Policy measures for an efficient use of energy in transport**, in that it greatly contributes to the uptake of energy efficient technologies (i.e. hybrid engines). The targeted increase of CNG vehicles volumes, albeit generating neutral or slightly negative energy efficiencies (a technology inherent feature), represents a decisive step forward in the quest for the attainment of the EU strategy on CO₂ emissions.

Additionally, the proposal responds clearly to the aims of **Horizontal Key Action HKA3: Financing mechanisms & incentives**, which seeks to assess the current barriers to RES and RUE investments, both from the demand and supply side. The goals and the workplan of COMPRO indeed reflects these intentions by addressing the full range of target areas identified the HKA3, and namely:

- ✓ *Providing a cross-country analysis of the different barriers (both financial and regulatory);*
- ✓ *Researching, developing and promoting an innovative mechanism for investments in alternative fuels;*
- ✓ *Analysing market-related aspects, including competition issues;*
- ✓ *Providing a platform/forum for the discussion of mechanisms and incentives and the exchange of experiences. The venue will be the Procurement Management Group, where the different relevant stakeholders, industry, associations, EU, national and local authorities will convene regularly with the facilitation of a mediator.*

Specific barriers to be removed:

The main challenges facing the introduction of clean vehicles and the establishment of common procurement schemes largely depend on the existence of different national and local contexts, which are subject to peculiar physical, economic, technological, and social constraints.

Among the barriers to be removed, COMPRO has identified and intends to address the following:

- ✓ Market fragmentation is still one of the main problems facing the successful introduction of clean vehicles/fuels. The absence of a unique and homogeneous European market, due to protection national mechanisms, entails a number of negative effects:
 - Unbalanced commercialisation of products (available in certain countries and not in others),
 - Fragmented demand, which does not allow for reaching the critical mass required from the supply side to press prices down.
- ✓ Inconsistent legislative and regulatory provisions throughout Europe, which makes it difficult to devise a common approach towards:

- uneven technical standards across Europe (parts or full vehicles approved in one country and not in other ones),
 - different clean vehicle definition,
 - different clean fuel standards,
 - heterogeneous clean vehicles certification
- ✓ Heterogeneous availability of both technology and infrastructure.

Support to current Community policy initiatives and links to related national activities

The COMPRO project aims at supporting the sustainable development strategy of the European Union in the field of transport sector in order to reduce its environmental impacts, to increase its energy efficiency, and to take into account air quality, noise emissions and health impacts.

The EU has promoted in the past decade several actions aimed at moving European cities towards a more sustainable mobility. This articulated strategy includes measures such as technological improvements of environmental and energy performance of vehicles, public transport use, demand management schemes, integrated land use and transport planning, etc.

In particular, the EU Commission proposes an integrated strategy to promote clean vehicles, including a Directive on the procurement of such vehicles, new vehicle standards; an increased use of biofuels and a Directive for differentiate taxes by Member States on passenger cars according to CO₂ emissions.

In this sense, the COMPRO project provides for a very timing response to the EC proposal of Directive COM (2005) 634 on the promotion of clean road transport vehicles issued on December 2005. As already mentioned, the Directive would oblige public bodies to buy (or lease) a minimum quota of 25 % of their annual procurement of clean heavy duty vehicles. The project would already prepare local authorities to put in motion strategic actions to respond to the Directive obligations once entered into force.

The proposal for Directive is the result of various initiatives taken by the EC in the past years to reduce pollutant emissions by the transport sector and promote the development and market penetration of clean vehicles. Among the many others, we can mention the most important ones such as:

- The European Union Sustainable Development Strategy issued in May 2001 with the Communication COM(2001) 264 and reviewed in December 2005 with the Communication COM(2005) 658. It re-affirms the importance of a pro-active transport policy, in particular referring to the development of cleaner vehicles.
- The Green Paper COM(2000) 769 “Towards a European strategy for the security of energy supply”, in which a special emphasis is put on the need of taking action both on the supply and demand side in order to influence demand for alternative fuels and technologies.
- The White Paper COM(2001) 370 “European Transport policy for 2010: time to decide”, in which the Commission stresses the need for further measures to combat emissions from transport and the intention of developing a market for “clean vehicles”.

- The EU's 6th Environment Action Programme (6th EAP), adopted in July 2002. It calls, among other for cleaner forms of transport and for alternative fuels and low-fuel consuming vehicles.
- The Green Public Procurement Policy, with the adoption of an Interpretative Communication COM(2001) 274 in July 2001, to integrate environmental considerations into public procurement, two new public procurement Directives in March 2004, an Handbook on green public procurement in August 2004.
- The European Parliament in its Report (A5-0054/2001) on the "Community action plan to improve energy efficiency in the European Community". It stated that "experience shows that well targeted public procurement programs have the potential of significantly reducing the price of energy efficient equipment, which is yet not commercially viable, and thus making it competitive with conventional technologies". It also called on the Commission to explore appropriate technology fields where large-scale procurement initiatives could result in major efficiency gains.
- The Green Paper COM(2005) 265 "Energy Efficiency or Doing More With Less". It proposes concrete actions, such as the public procurement of less polluting and more energy efficient vehicles in order to build up a dedicated market.

Some more detailed and additional references are provided in Chapter 5.

Relation to other EU or national projects/programmes

In the years 1996-2000, the EC financed the ZEUS (Zero and Low Emission Vehicles in Urban Society) project under the THERMIE programme. The aim of ZEUS was to demonstrate the use of alternative vehicles in urban traffic. 8 cities in EU (Athens, Bremen, Copenhagen, 7 communities in Greater London and Coventry, Helsinki, Luxemburg, Palermo, Stockholm) volunteered to purchase in total 1200 vehicles propelled by electricity and/or natural gas, and use them in public service. COMPRO will build on the success of ZEUS and the presence of Bremen in both projects will ensure the share of valuable knowledge and experience gained.

Another interesting project with which COMPRO will be related is PROCURA, started in 2006 under the EIE Programme (ALTENER). It aims at facilitating large-scale procurement of Alternative Fuel Vehicles (e.g. natural gas vehicles, biofuels) by lowering traditional market barriers. PROCURA's strategy to overcome these barriers consists of developing models for large-scale procurement of Alternative Fuel Vehicles. Procurement models will be applied in 5 pilot cases: Nijmegen (Netherlands), Florence and Reggio Emilia (Italy), Region Lisboa (Portugal), Poland and Valencia (Spain). They will focus on centralised buyer pools (e.g. private and public fleets, rental agencies), permitting centralised infrastructure, maintenance and repair, stronger purchase power (lower costs) and incentive systems to compensate for higher purchase prices. Lastly, PROCURA will set up novel ways of facilitating green fleet procurement via GreenLease schemes, organising second-hand market development, and designing a certification system for Alternative Fuel Vehicles.

COMPRO will be as well linked to the CIVITAS initiative, which stands for CItY-VITAlity-Sustainability. With the CIVITAS Initiative, the EC aims to generate a decisive breakthrough by supporting and evaluating the implementation of ambitious integrated sustainable urban

transport strategies. CIVITAS I started in early 2002 (within the 5th Framework Research Programme); CIVITAS II started in early 2005 (within the 6th Framework Research Programme). Within CIVITAS I (2002-2006) there are 19 cities clustered in 4 demonstration projects, whilst within CIVITAS II (2005-2009) 17 cities in 4 demonstration projects are taking part. Some of the activities of CIVITAS concern clean fuels and vehicles, with focus on energy-efficient, cost-effective and clean public and/or private vehicle fleets: in this frame, COMPRO will develop synergies with CIVITAS cities, due to the presence of several cities in both projects.

Relevant for the proposal is the programme promoted by the Emilia Romagna region in the Italian context. The Emilia-Romagna's buses fleet is made up of about 3400 vehicles. While national regulations foresee a mandatory percentage of 5% of low impact vehicles to be purchased in each procurement batch, since 2002 onwards Emilia-Romagna's regional Government has raised this threshold to at least 20% for each order of new vehicles. On the basis of this decision, aimed at reducing air pollution especially in urban areas, ATP has decided to discourage the purchase of more polluting buses by allocating progressive incentives according to their environmental performance. Therefore the incentive framework foresees:

- for electric and hybrid buses the incentive is 20% of total cost,
- for EEV natural gas and liquid gas is 20%,
- whereas for other CNG vehicles the incentive amounts to 15%.

The result of this incentive policy in favour of less polluting buses is that more than 250 low impact buses are now operating in Emilia-Romagna. Moreover, the last buses orders carried out by public transport companies feature more than 50% of low impact vehicles, particularly thanks to fuel shift to natural gas made by the major transport companies in the 13 towns with a population of more than 50 thousands residents. The overhead costs due to the necessary infrastructure to be realized - ; besides the higher costs of the buses - are paid back in terms of less pollution but also in terms of less expensive fuel.

3. Expected Results and Potential Impacts

(a) Direct outcomes that you want to achieve by the end of the duration of the action

COMPRO seeks to provide positive answers to the objectives and the critical issues highlighted above. While stopping right before a full-fledged call for procurement, the three-years project will generate outcomes of different nature, which are going to benefit public authorities and private organisations involved in the field of energy efficient and sustainable transport.

An initial outcome will be the consolidated knowledge resulting from the appraisal of the clean vehicles (buses and transport service fleets) market and expected trends, a by-product of which will be represented by the **European Database** of technologies in use by local authorities.

A second major outcome will be the organisation and facilitation of a group of **committed cities**, which will effectively function as the heart of the future purchasing syndicate and will contribute to agglomerating an appealing critical mass for the automotive industry.

A third ambitious outcome will be the convening of the Procurement Management Group (see WP on Involvement of Influential Groups), a rare case of **participatory consultation** opened to the wide range of stakeholders having an influential say in the uptake of clean road transport vehicles. Although one should not overestimate the extent of the decisions that will immediately ensue from the discussion of this group, the very participation of representatives from the world of public authorities (at all levels), vehicle and fuel manufacturers and relevant associations should be welcomed as a step forward. Initiating communication and mediating between parties that lack official venues for discussion and bear interests often in contrast, is an endeavour in itself, and one whose fruits may be gradually witnessed overtime.

A fourth important outcome, strongly dependant on the inputs coming by the previous ones, will be the production of final **Guidelines** containing the definition of all criteria and key elements needed to be considered in a common procurement scheme at European level.

A final outcome will be represented by the **dissemination effort** steered by the project through publications, website, workshops and conferences.

As a whole, COMPRO intends to supply a few concrete answers to concerns such as a) the **encouragement and sensitisation** of public authorities toward clean road transport vehicles, b) the **better understanding of barriers** currently opposing the development of a real market for these vehicles, c) the faster formation of necessary **critical masses**, and d) the indication of a **viable pathway** for those interested in setting up joint procurement projects.

(b) Potential impacts of the action – in case of a broader scale of implementation as well as in the longer run after the end of your project/contract

This project is expected to contribute to an environmentally viable and sustainable transport system by facilitating the attainment of manifold strategic impacts:

- Energy savings;
- Emission and noise abatement;
- Reduced prices, through new economies of scale, with significant cost savings;
- Increased size of orders, encouragement of others to buy and increased industry investments;
- General awareness improvement, both of consumers and manufacturers;
- Knowledge pooling, systematisation and diffusion.

Any attempt to provide a detailed outlook of the quantitative impacts generated by the project would be hazardous due to the very nature of the initiative. As stated in Section 2, the project aims to encourage and facilitate the creation of a market, but it stops before implementing the means it has researched and catered to.

It is however still interesting to assess the potential impacts that a prospective procurement scheme (as ensuing from the project findings) could have if concretely deployed on the ground. To this end, one should consider multiple scenarios, including alternative technologies and different scales of application.

The following are simple estimations of the environmental and energy impacts due to the introduction of CNG buses in urban diesel bus fleets. These considerations are based upon the findings of the SAVE Project BESTRANS³, which was carried out by ISIS in collaboration with other European research organisations and bus operators during the 2001-2003 time span.

When reading the following numbers, one should keep in mind that the emissions of CNG buses are remarkably lower than those of the conventional diesel buses. The next table shows the difference between diesel and CNG buses for the most important air pollutants:

Kg of pollutant per Million of seat km⁴		
	Diesel	CNG
CO	54	8
VOC	21	2
NOx	93	20

³ Contract No 4.1031/Z/01-029/2001

⁴ Figures are expressed in seat/km to take into account the reduced seat availability of CNG buses in comparison to diesel buses.

In terms of CO₂, CNG buses guarantee lower emissions, but the lower carbon content of natural gas is partly offset by the increased rate of fuel consumption (see below).

Energy-wise, CNG buses tend to consume more than the diesel buses (up to 15% more depending on the technology used) if one also takes into account the energy required to compress gas.

These background notions allow for the development of basic scenarios to show the impacts of the introduction of CNG buses in existing bus fleets. Scenarios consider the case of i) a medium-sized city (max 500.000 inhabitants) with a bus fleet of some 400 vehicles, and ii) a large city (> 1.000.000 inhabitants) with a bus fleet of some 2000 vehicles. The hypothesis range here from two-fold to three-fold percentage increases of CNG buses thanks to a joint procurement scheme, keeping the initial number of seat/km per year constant. Under this condition, the CNG bus penetration in the existing fleet would be the following:

	CNG Stock Penetration		
		CNG fleet increase	
City	Starting %	Two-fold %	Three-fold %
Medium-sized	18%	41%	70%
Large	4%	8%	12%

Accordingly, the estimation of emissions reduction is as follows:

City	Reduced Emission in %					
	CO		VOC		NO _x	
	Two-fold %	Three-fold %	Two-fold %	Three-fold %	Two-fold %	Three-fold %
Medium-sized	17%	26%	18%	27%	16%	23%
Large	4%	6%	5%	7%	4%	6%

These estimations only consider the possible introduction of CNG buses. A hybrid-driven fleet conversion (which is one of the technologies addressed by COMPRO) would also lead to sensible reductions of CO₂ and noticeable improvements of energy efficiency.

With reference to the dissemination and transferability potential of the proposed action, there are a number of projects results that can expectedly induce beneficial effects for authorities and industries Europe-wide. Noteworthy examples are:

- The identification of barriers which hamper the production and diffusion of clean vehicles;
- The identification of homogeneous terms and conditions for achieving common standards and sales;
- The presentation of the main insights derived by the development and management of a participatory process that pools together knowledge and expertise of public and private partners;

- The elaboration of final recommendations, which will distil the outline of a “good process” to approach and prepare effectively a procurement initiative.

The project is committed to spreading these results through appropriate dissemination and awareness activities/tools, such project events, workshops, website, newsletters, working group mailing lists, round tables etc. Quantitative evidence of the dissemination targets appears in Section 6.4 (Measures of Performance).

4. Target Groups and Key Actors

In the light of the results expected from the project, COMPRO widely relies on the active involvement of European key stakeholders and interest groups. The key market **target groups** who would benefit from the success of the project can be listed as follows:

- ✓ Local authorities administrations (local decision makers and vehicles fleet managers),
- ✓ PT operators and providers of transport services,
- ✓ National Ministries,
- ✓ Environmental NGOs and interest groups,
- ✓ The automotive industry,
- ✓ Retailers and manufacturers of clean collective transport vehicles,
- ✓ Energy companies,
- ✓ European Institutions,
- ✓ European citizens at large.

The involvement of **key actors** has been partly ensured already in the preparatory phase of the proposal. Key stakeholders are part of the consortium, which counts:

- ✓ 2 local authorities (Nantes Metropole and the City of Bremen),
- ✓ three PT operators (SEMITAN in Nantes, BSAG in Bremen and APT in Emilia Romagna)
- ✓ one transport services provider (Gatubolaget for the city of Goteborg).

Representatives of the other key actors will be recruited at the very beginning of the project to form the Procurement Management Group (PMG), an essential Advisory Board which will provide for a consultation mechanism running throughout the project lifetime. The PMG will ensure that the technical, economic and environmental options available and preferable on the market are in line with the direction progressively taken by the project. The PMG will include:

- ✓ 3 representatives from the automotive industry
- ✓ 4 representatives from local authorities
- ✓ 2 PT operators
- ✓ 3 representatives from national ministries
- ✓ 2 representatives from European interest groups
- ✓ 1 representative from the European commission

All these actors are committed to contribute to the project implementation and the fulfilment of goals along the lines described in the workplan. However, a special attention will be devoted to the involvement of target groups and key actors not directly involved as partners or part of the PMG.

The affiliation and proactive participation of the consortium partners to a wide number of regional, national and European networks of cities and other key organisations will ensure a broad participation of targeted stakeholders into the project activities. The Networks here represented are:

- ✓ Nantes Metropole: GART, UITP, Eurocities, Civitas Forum.
- ✓ Semitan: Transdev group, UITP
- ✓ Bremen: Eurocities, ICLEI, Climate Alliance, Civitas Forum.
BSAG: UITP
- ✓ ATP: ALMA (the association of Emilia-Romagna's eleven local mobility agencies), Federmobilità (the italian association of regions, provinces and municipalities dedicated to sustainable mobility); Polis (the european association of regions and cities); CERM/CCRE; Civitas Forum.
- ✓ Gatubolaget: the city of Goteborg as member of the UBC

5. Contribution to Energy-Related Policies as well as other EU policies and Community Added Value

The COMPRO project addresses the programme “Intelligent Energy- Europe”, aiming, through a balanced contribution to security of energy supply, competitiveness and environmental protection, at supporting in the energy context the sustainable development, as defined by the Brundtland Commission in 1987: “...development that meets the needs of the present without compromising the ability of future generations to meet their needs”.

Within EIE, COMPRO addresses the STEER field, concerning all energy aspects of transport, the diversification of fuels, and the promotion of renewable fuels and energy efficiency in transport.

In particular, COMPRO answers to the Vertical Key Action 8 (on Alternative Fuels and Vehicles) and aims to contribute, by organising a joint procurement for clean vehicles fleets, to energy-related objectives and policies promoted in the European Union.

Article 174 of the EU Treaty states its objectives of pursuing:

- ✓ the preservation, the protection and the improvement of the quality of environment;
- ✓ a prudent and rational utilisation of natural resources;
- ✓ the promotion of measures at international level to deal with environmental problems.

As well, art. 6 of the EU Treaty specifies that "environmental protection requirements should be integrated into the definition and implementation of the Community policies and activities [...] in particular with a view to promoting sustainable development".

In this frame, one fundamental instrument to reach commitments of sustainable development is green public procurement (i.e., contracting authorities take into account environmental elements when procuring goods, services or works), since public authorities represents an important category of expenditure, with some 14 to 16% of EU GDP (around € 1,500 billion). In particular for public transport, the number of vehicles purchased each year in the EU-25 has been estimated at 110.000 passenger cars, 110.000 light duty vehicles, 35.000 lorries and 17.000 buses. The corresponding market shares are slightly below 1% for cars, around 6% for vans and lorries and about one third for buses.

The Lisbon European Council of 2000 launched the so called “Lisbon Process” in favour of employment, economic reform and social cohesion. The economic and social dimensions contained in the Lisbon Strategy were completed by a third, environmental dimension, following the adoption of the European Commission Communication “A Sustainable Strategy for a Better World: A European Strategy for Sustainable Development” of June 2001 and the Conclusions of the Göteborg European Council also of 2001.

These documents stressed, among others, the need to improve the transport system as one of the priorities at the heart of the sustainable development strategy. In particular, they affirmed the importance of:

- ✓ decoupling transport growth from growth in GDP in order to reduce congestion and other negative effects of transport;
- ✓ shifting transport use from road to other modes, like public passenger transport;
- ✓ making a better use of public procurement to favour environmentally-friendly products and services.

The principles issued during the Göteborg European Council were reaffirmed and further developed in the White Paper “European Transport Policy for 2010: Time to Decide”, of September 2001.

For what concerns urban transport, the White Paper stressed the crucial need to inverse the almost total monopoly of private car, since the increase of traffic and urban congestion are primarily responsible for air and noise pollution and accidents, as well as one of the major sources of increasing climate change emissions. Promoting clean vehicles is one of the means to tackle such problems,

According to the Green Paper “Towards a European Strategy for the security of Energy Supply” of November 2000, the transport sector accounts for 30% of EU final energy consumption and is at present 98% dependent on oil. Transport demand has grown continuously over recent decades and is foreseen to continue growing by 2 % per year over the coming decade. In this sense it calls for a genuine change in consumers' behaviour so as to orientate demand towards better managed, more efficient and more environmentally friendly consumption, in particular by increasing the presence of biofuels and other alternative fuels in the fuel market.

In July 2001, the Commission issued guidelines for environment-friendly procurement through an Interpretative Communication COM(2001) 274 on the community Law applicable to public procurement and the possibilities for integrating environmental consideration into public procurement: such clarification aimed at promoting insertion of environmental concerns at each separate stage of the contract award procedure.

The EU's 6th Environment Action Programme (6th EAP), adopted in July 2002, reaffirmed the key responsibility of the transport sector for greenhouse gas emissions and the need to reduce these emissions in order to reach the Kyoto Protocol targets by, among others:

- ✓ “encouraging a switch to more efficient and cleaner forms of transport”;
- ✓ “identifying and undertaking further specific action, including any appropriate legislation, to reduce greenhouse gas emissions from motor vehicles including NO₂”;
- ✓ “promoting the development and use of alternative fuels and low-fuel consuming vehicles with the aim of substantially and continually increasing their share”;
- ✓ “decoupling economic growth and the demand for transport with the aim of reducing environmental impacts”.

The 6th EAP also underlined the strong impacts of the transport sector on the urban environment, in particular:

- ✓ the need to reduce “the link between economic growth and passenger transport demand”;
- ✓ “the need for an increased share in public transport”;
- ✓ “the need to tackle rising volumes of traffic and to bring about a significant decoupling of transport growth and GDP growth”;
- ✓ “the need to promote the use of low emission vehicles in public transport”.

In June 2003 the European Commission issued a Communication COM(2003) 302 on Integrated Product Policy, outlining its strategy to stimulate greener products. IPP advocates life-cycle thinking and requires full stakeholder involvement: from industry, public authorities and from consumers. On the public consumer side, the IPP Communication underlines the importance of Green Public Procurement and envisages several actions to encourage this (practical handbook, website, green information data base for products, action plans to be drawn up by MS by end 2006).

In January 2004 the European Commission issued a Communication COM(2004) 38 on Stimulating Technologies for Sustainable Development: an Environmental Technologies Action Plan (ETAP), so Commission reaffirming the long-held ambition for the EU to become a world leader in environmental technology. In this frame, public procurement is mentioned as an important vehicle for boosting uptake of environmental technologies.

In March 2004, the Council and European Parliament have adopted two new public procurement directives: Directive 2004/18 on the coordination of procedures for the award of public works contracts, public supply contracts and public service contracts ("classical" directive), and Directive 2004/17 on the coordination of procurement procedures of entities operating in the water, energy, transport and postal services sector ("special sectors" directive). Those directives are mainly aimed at clarifying, simplifying and modernising existing European legislation on public procurement.

As a follow-up of the Interpretative Communication of 2001, the European Commission issued on August 2004 a Handbook on Green Public Procurement. It aims to concretely explain, through best-practice examples and advice, how public purchasers can integrate environmental considerations into public procurement procedures. In particular, it clarifies the opportunities created by the new legal framework (directives mentioned above plus the most recent jurisprudence of the Court of Justice in this field) which allow for environmental considerations in technical specifications, selection and award criteria and contract performance clauses.

In the June Green Paper, "Energy Efficiency or Doing More With Less" the European Commission calls for opening up public purchasing, in particular of less polluting and more energy efficient vehicles and for developing a market for clean vehicles by proposing, among others, "an obligation on public administration to spend a part of their vehicles purchasing budget o clean vehicles".

In December 2005, such proposal to encourage public procurement of clean vehicles was reaffirmed in the European Commission Communication COM(2005) 628 "Biomass action Plan", within a broader strategy to develop, among other, transport biofuels.

The European Commission Communication COM(2005) 658 "On the review of the Sustainable Development Strategy" (issued in December 2005), reaffirms and enlarges principles already enounced in 2001, also adding a framework for action. In particular, it envisages improving the environmental performance of vehicles, by the means, among others, of a Directive on the procurement of clean vehicles.

Sustainable urban transport plans are as well one the pillar of the European Commission Communication COM(2005) 718 on Thematic Strategy on the Urban Environment issued in January 2006, which is one of the key actions outlined in the 6th EAP.

Finally, in December 2005 the European Commission issued a Proposal for a Directive on the promotion of clean road transport vehicles: it would oblige public bodies to buy (or lease) a minimum quota of 25 % of their annual procurement of clean vehicles over 3,5 t, more specifically complying an "EEV" (enhanced Environmentally friendly Vehicle) as defined by Directive 2005/55. It will contribute to create a market for clean vehicles in order to reduce pollutant emission in the transport sector.

In accordance with the subsidiarity principle, the European Union has encouraged the use of diversified energy sources, here referred to promote and support clean vehicles procurement, including the establishment of a new regulatory framework to stimulate new clean urban transport solutions, through research and experimentation (with the 6th Framework Programme and with the forthcoming 7th Framework Programme and the Structural Funds), and the promotion of good practices and demonstration projects among European cities (e.g., the CIVITAS I and II Initiatives, the CUTE Project, etc.).

Moreover other EU policy and legislative initiatives will have to be taken into account concerning air quality and noise emissions, health impacts such as:

- ✓ Air Quality Framework Directive (96/62/EC)
- ✓ Thematic Strategy for air Quality COM(2005) 446, 21 September 2005,
- ✓ Green paper on noise policy (COM(96)540)
- ✓ Council Directive relating to the assessment and management of environmental noise. (2002/49/EC, 25 June 2002).
- ✓ European Environment and Health Action Plan COM(2004) 416

Within this context, and in accordance to European, national and local policy priorities, the COMPRO project aims to encourage greater penetration of alternative fuels and vehicles, focusing in particular on organising a joint public procurement of clean vehicles.

The European added value of the COMPRO project is the fundamental contribution that the project aims to provide for development and consolidation of a clean vehicles European market through public procurement. Led by very motivated local authorities, COMPRO aims at aggregating consensus on selected technologies and at allowing local authorities and automotive industry to meet mutual needs: this is in order to reach a critical mass of production necessary to activate economies of scale in an integrated and competitive EU-wide market that is possible only within harmonised framework and criteria at EU level.

6. Work Programme

6.1 Overview

The overall workprogramme has been structured so as to ensure a smooth and coherent process towards the achievement of the foreseen objectives and a balanced share of activities and responsibilities among the partners. The workprogramme is divided in 7 WPs (4 technical WPs and 3 supporting transversal WPs) and 3 main phases. The WPs as well as their interactions are briefly described and graphically presented in this chapter. A detailed outline of each WP, is provided in chapter 6.2.

The technical activities have been organised in a sequence of 3 WPs (WP2-3-5), while WP 4 will interact in parallel with each of them:

- WP2: State of the art and selection of technology/ies (WP leader: Nantes Metropole)
- WP3: Organisation of a group of committed cities (WP leader: Bremen)
- WP5: Setting up of a common procurement procedure (WP leader: Nantes Metropole)

The sequence has been thought in such a way that the work foreseen in WP5 depends on how WP 2 and 3 will develop their activities (see below ‘critical issues’). Starting from the analysis of the clean heavy duty vehicles (buses) market, the core group of cities will agree either on one single technology to be used for the joint procurement or they will decide to pursue the analysis on multiple technologies (WP2). Once the ‘object of the contract’ is defined, the gathering process of follower local authorities to join in the process can start (WP3) and the broad analysis of the conditions required for setting up a joint procurement and the definition of criteria and key elements of the contract (WP5) be finalised.

The three WPs also mark the distinction between the three main consecutive phases of the project:

Phase I: definition of the object of the contract (selection of technology) → WP2

Phase II: attainment of the critical mass (commitment of cities) → WP3

Phase III: setting up of joint procurement → WP5

A significant role in the implementation of WP2, WP3 and WP 5 is played by:

- WP4: Involvement of Influential Groups (WP leader: Gatubolaget)

WP 4 provides for a consultation mechanism which will accompany each step of the project. The activities carried out and the main decisions taken by the consortium will be constantly shared with the key market counterpart, represented mainly by the automotive industry but also by other various interest groups as outlined in the Procurement Management (PMG) composition. In other words, a constant interaction between the demand and supply sides is ensured.

The other WPs play a fundamental supporting role, running throughout the overall project lifetime:

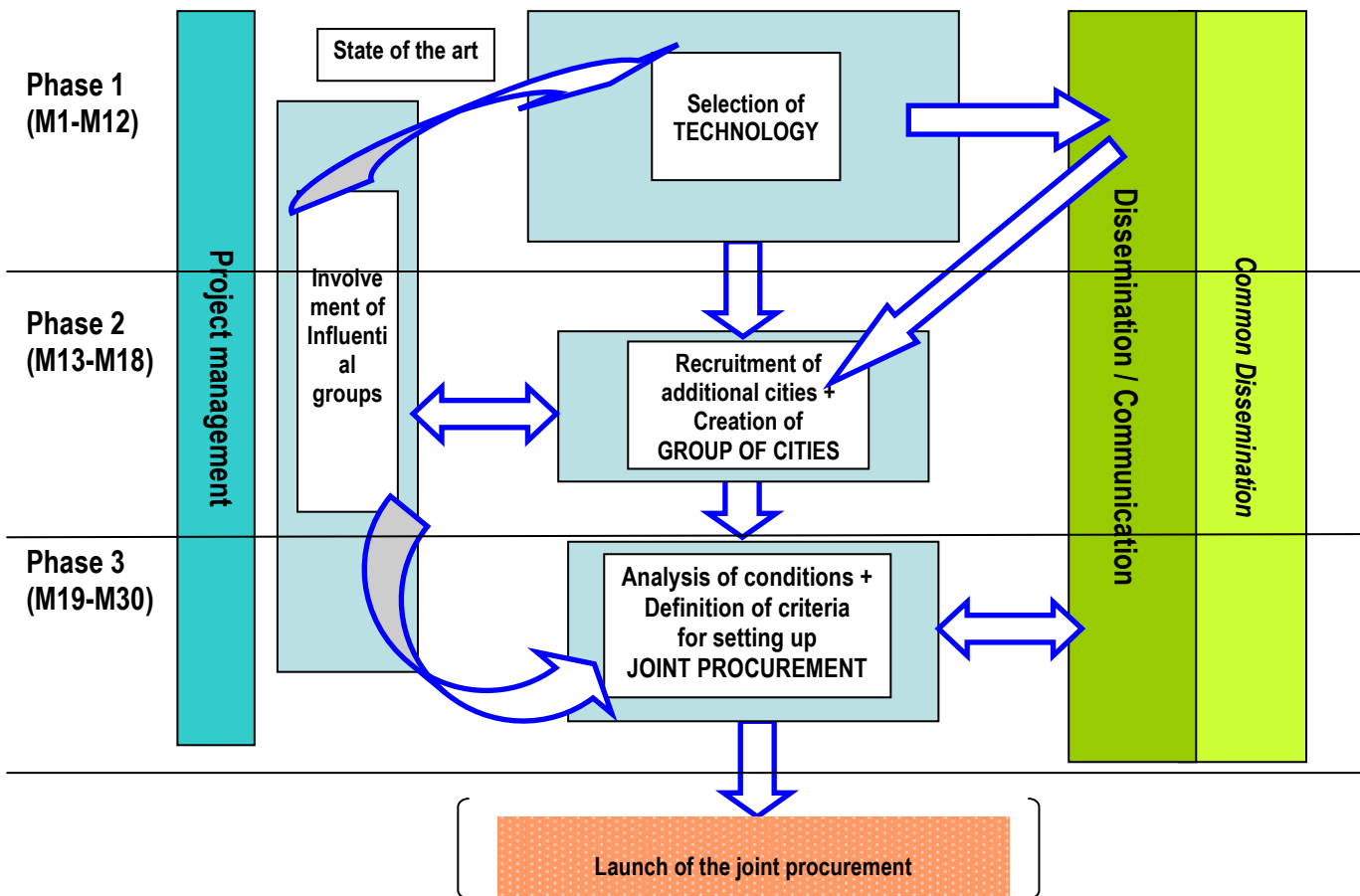
WP1: Management (WP leader: ISIS)

WP6: Communication & Dissemination (WP leader: ISIS)

WP7: Common Dissemination (WP leader: ISIS)

The supporting activities are a fundamental aspect of the project. On the one side WP1 (Management) ensures that the various steps are duly and timely implemented according to the workplan and the EC administrative requirements. It has an internal monitoring function and vis-à-vis the EC.

On the other side WP6 (Communication and Dissemination) and WP 7 (Common Dissemination) make it constantly sure that the activities undertaken and the results progressively achieved are shared with the outside. Differently from WP4, these WPs want to inform and involve in the process a wider audience represented by the main categories of interested stakeholders across Europe.



Critical steps

Considering the complexity of the topic and the many interests involved, three critical issues have been identified, and corrective mechanisms established to ensure that the project objectives are achieved at the end. As already mentioned, the project final result is not the concrete launch of the joint procurement, which according to the STEER programme is not an

eligible activity. The end result is the study on the feasibility of a joint procurement of clean buses responding to a selected technology according to common criteria and key elements at European level. In this respect, the overall process behind it needs not be lost. On the contrary, it shall constitute a most valuable output of the whole project

To make it clearer, we can say that each phase of the project has an ideal objective, but if the ideal is not reached, the reason leading to a second best result is what counts for our purposes. Strategically, each WP which might have ambivalent results, has been given a special internal evaluation task, which will analyse the process and explain what have been the barriers hampering the achievement of the ideal outcome.

The three critical steps can be summarised as follows:

- 1) Consensus over one technology (WP2)
- 2) Attainment of a critical mass (WP3)
- 3) Consensus over the definition of the joint tender contract common criteria (WP5)

The problems that might be encountered as well as the corrective mechanisms are described in the ‘evaluation task’ of each WP.

6.2 Work Packages

6.2.1 Work Package 1: MANAGEMENT

N° of work package: 1	Name of the work package: Project Management
Duration in months: 30	Leader of the work package: ISIS
Total person-hours of work: 1.716	Total costs in EUR: 118.933
<p>Description of work:</p> <p>The two main management activities (i) Operational and administrative coordination, and (ii) Scientific coordination will be shared by all members of the consortium. Under the responsibility of the Project Coordinator (PC), the Steering Committee (SC) will be the governing body of the project both for the administrative as well as scientific aspects.</p> <p>In order to ensure a smooth and prompt <i>operational and administrative coordination</i>, the <u>Project Coordinator</u> is responsible for:</p> <ul style="list-style-type: none"> ▪ implementing the project Workplan in conformity with the terms and deadlines agreed with the EC; ▪ ensuring the day-to-day, operational management of the Project activities; ▪ ensuring that timely and effective communication is maintained within the Consortium, between the Consortium and the Commission, as well as between the Consortium and external bodies not involved in the project; ▪ establishing, finalising and managing all contractual arrangements arising from the progressive implementation of the Workplan; ▪ administrating the financial resources of the project, in conformity with the rules and 	

procedures set out by the Commission to this effect, and, in particular, ensuring that all payments, including reimbursement of travel and other expenses, are promptly forwarded to all involved;

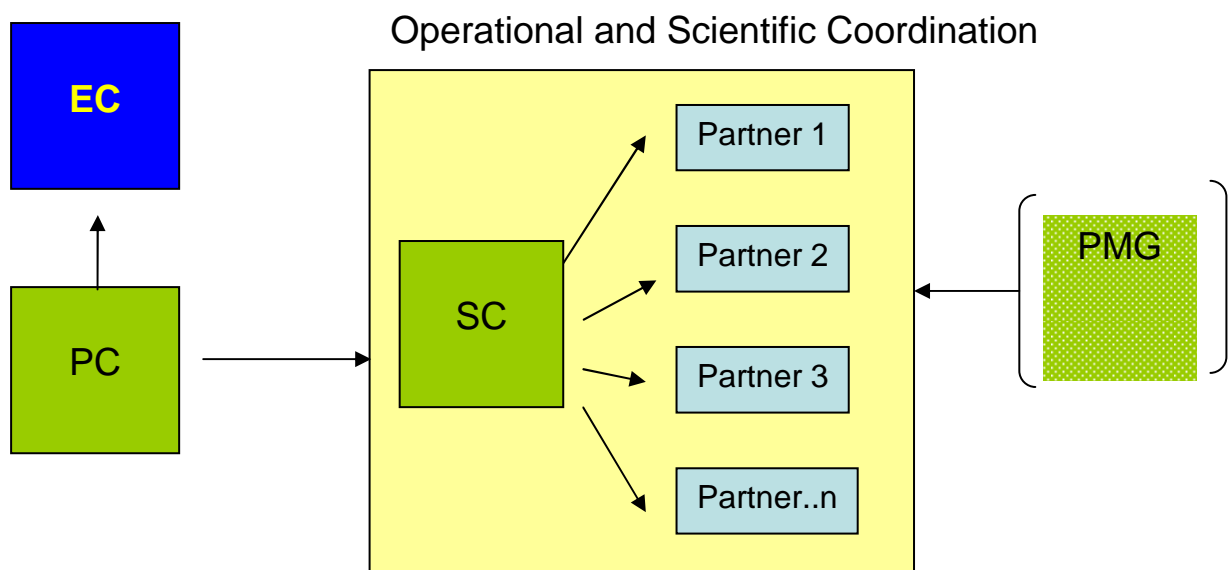
- supervising the organisation and implementation of the coordination meetings and other events planned throughout the project lifetime.

The Project Coordinator is supported by the Steering Committee, which will meet at least 6 times over the project lifetime. SC meetings are moderated by the PC, who is also responsible for drafting and circulating the minutes of each meeting. The SC is composed by all Partners.

WP leaders are responsible for all activities of their respective workpackages. They are in charge of planning, monitoring and timely delivering according to the workplan. In addition, they will ensure a smooth and prompt communication flows between the partners involved in each WP and between these partners and the project coordinator.

All partners share the same obligations of ensuring a timely and effective implementation of their tasks and provide all the activity and financial reporting as requested by the PC.

The project management structure can be summarised by the following scheme:



Outcome of this work package:

The management structure devised for the project will ensure:

1. efficient and effective project management on all project levels;
2. timely information on project progress and resources;
3. clear delegation of tasks and responsibilities;
4. necessary control and co-ordination between tasks;
5. clear communication lines within the consortium and with the EC;
6. organisation and participation of project management meetings.

Deliverable(s) of this work package:

Six-monthly reports as follows:

D1.1 Progress Report

D1.2 Progress Report

D1.3 Intermediate Report

D1.4 Progress Report

D1.5 Final Report

Role and contribution of each partner: tasks and foreseen amount

- ✓ ISIS will be WP leader. Foreseen person hours: 1320
- ✓ Nantes Metropole will participate to all project meetings and contribute to the drafting of deliverables. Foreseen person hours: 66
- ✓ Semitan will participate to all project meetings and contribute to the drafting of deliverables. Foreseen person hours: 66
- ✓ SBUV (city of Bremen) will participate to all project meetings and contribute to the drafting of deliverables. Foreseen person hours: 66
- ✓ BSAG: will participate to all project meetings and contribute to the drafting of deliverables. Foreseen person hours: 66
- ✓ Emilia Romagna Region will participate to all project meetings and contribute to the drafting of deliverables. Foreseen person hours: 66
- ✓ Gatubolaget will participate to all project meetings and contribute to the drafting of deliverables. Foreseen person hours: 66

Subcontracts:

Not foreseen

6.2.2 Work Package 2: STATE OF THE ART AND SELECTION OF TECHNOLOGY

N° of work package:2	Name of the work package: State of the art and selection of technology
Duration in months: 12	Leader of the work package: Nantes Metropole
Total person-hours of work: 5.804	Total costs in EUR:303.718
<p>Description of the work</p> <p>Overview:</p> <p>This Work-Package is propaedeutic for the further implementation of the project. The aim is to provide background knowledge of the heavy duty vehicles market in Europe and the barriers hampering a wider deployment of clean vehicles technologies (task 2.1). Limiting the study to collective transport, the analysis of the clean technologies most in use by local authorities across Europe and future trends will result in a comprehensive database (task 2.2). A crucial step (task 2.3) will be the selection of the technology to build the further phases of the project on. Task 2.3 of this WP, strictly interacts with WP4 (Involvement of Interest Groups) so as to find a general consensus over the technology (or technologies) adopted.</p> <p>Task.2.1: analysis of the market (Nantes Metropole)</p> <p>As a starting point, an analysis of the heavy duty clean vehicles (buses) market will be carried out pointing out the barriers precluding a more widespread introduction. This will be done for the technology of interest to the consortium (i.e. primarily CNG but as well other innovative technologies like Hybrid), though issues and dynamics are expected to be similar for the different clean vehicles and fuels.</p> <p>The market analysis shall contain technical aspects, like emission standards –air pollution and noise – fuel and energy consumption as well as operational aspects (e.g. range, costs, infrastructural costs etc.). An evaluation on impacts of clean buses (environmental impacts, marketing impacts...) will also be made.</p> <p>The analysis of the market will be based on a fruitful share of experiences acquired by the core group of local authorities part of the consortium and then extended to the whole of Europe.</p> <p>With an important fleet of CNG buses, from different manufacturers, and with the participation in the last European projects (JUPITER, CIVITAS) <i>Nantes Metropole</i> has information and evaluations at disposal for this step, and has also numerous contacts with other cities in France and in Europe, as well as with the manufacturers. To provide a taste of the controversial debate that will be at the core of this task, the following is an example taken by the French experience:</p> <p><i>The reason why the French public transport market is not moving faster towards CNG fleet, and if some cities already stopped their first experimentation in the field, stands in real operational difficulties, and over-costs which do not appear in the</i></p>	

purchasing phase but during the life-cycle of the vehicles. For instance Semitan started the regulatory controls on gas tanks for the first Cng bus generation (Jupiter 2 project) and discovered that the bottles had to be changed. Each bottle costs 1500€ and 15 vehicles are concerned.

Pure procurement over-costs can rapidly be recovered by fiscal systems enabling to be repaid from the TIPP (integrated tax on petroleum products) and are easily justifiable by the real benefits on emission reduction in the city.

However, barriers identified during the course of previous projects are still not clearly overcome. National regulation and constrains are diverse both on the vehicle before delivery and during its operating life.

Task 2.2: analysis of current local experiences and trends (ISIS)

Besides the market analysis carried out in task 2.1, an important starting point of the project is also to have an overview of the current local experiences and trends to better appraise the prevailing (technology) interests emerging in the EU. In doing so, the project will maintain early contacts with a network of potentially interested local authorities. This will be done through the definition of a **questionnaire** to be filled by as many local authorities as possible. The list of local authorities to be contacted will be defined from a number of databases already available in the European context, thanks to the partner cities/regions participation to various European and national initiatives and networks (CIVITAS forum, Eurocities, Polis, Gart, Federmobilitàà, UTP, UBC etc..).

This task will produce a **European database** collecting the experiences and trends of European local authorities providing a clear vision of the European clean buses market :

- By country and by city: number, type of clean buses, reasons of their choices
- By manufacturers
- By problems (for buying and for use) encountered by cities and operators (technical problems, financial problems, legal problems)
- By prospects: manufacturers and cities prospects

Task 2.3: technology selection (Nantes Metropole)

As a technology oriented approach will be adopted, the COMPRO local authorities will analyse their current preferable options complying with the technologies identified in the Commission Communication on Alternative fuels⁵. The selection will be based at the outset on the prevailing interest of the concerned local administrations towards CNG. As other innovative clean technologies (e.g. hybrid) are at the core of clean transport policies of the consortium partners, the challenge of COMPRO will be to make the local interests converge around one single technology and build the common procurement process around it.

The following is a brief description of each partner current clean transport policies.

⁵ COM (2001) 547

Nantes Metropole:

Two major factors strongly influenced the willingness of the urban area to develop a large-scale policy of non-polluting public transport fleet: the implementation of the first tramline in 1985 and the experimentation of CNG buses within the *Jupiter 2 project*.

Moreover, opinion polls conducted on public transport perception showed that it was necessary to enhance the image of buses, which had been left behind in comparison with the modern tram.

By a convention signed in 2000, Nantes Métropole Urban Council mandated Semitan (PT operator) to conduct a bus fleet procurement programme for the three-year period 2001-2003. As a minimum, the specifications of the new buses had the same ones as those of standard diesel buses already operating on the network.

Following the call for tender, 125 Heuliez GX317 GNV standard buses and 30 Volvo 7000 GNV articulated buses were delivered, all operating by the end of 2003.

Some deviation occurred in this delivery and operating schedule, due to homologation, ratification, and operational problems. Despite these problems, Nantes Métropole decided in June 2005 to continue to purchase new CNG buses. 60 new CNG buses will be purchased between 2006 and 2008.

Bremen:

Bremen has been actively involved in developing the draft of the Directive for Clean Vehicles and is explicitly mentioned in the paper (page 7) – as contributing to the “Stakeholder Forum” of DG TREN.

Bremen takes the task of the Air Quality Directives very serious. The already for a long period taken measurements of air quality showed in the field of PM10 two hotspots – and at least one hotspot will exceed the limit of NO2 in 2010 – if not further measures will be taken. With its integrated transport strategy, Bremen is creating further incentives for the use of sustainable modes – especially for the use of the bicycle, which is considered as ultimate zero-emission vehicle.

In its air quality management plan and the action plan, Bremen has already implemented a “clean zone”, where all Light and Heavy Duty Vehicles (> 3.5 tons) are banned – except fulfilling Euro IV or better. This shall give an incentive to purchase quickly low-emission vehicles.

Bremen has extended in the last years its tram network. Now on several lines, trams have taken over the services of buses. This has reduced directly the emission level along these corridors and at the same time has attracted an increasing number of passengers.

There are some remaining inner-city bus lines, where the emission standard shall be drastically updated. The last purchase of buses (2 axle) has been updated to EEV-standard. Bremen will be the first German city with regular EEV-Diesel busses.

But Bremen sees also the ecological and economical need to reduce energy consumption and greenhouse gases. Therefore, the various market options will be studied to select an ecological sound and economically reasonable propulsion for the next generation of busses for the Bremen PT operator BSAG. Until 2010, it is planned to purchase about 10 *hybrid* busses.

Bremen has signed the commitment to reduce CO₂-emissions. This project may contribute by developing a better market for less CO₂-emitting busses – and their purchase under market conditions for Bremen.

The key alternatives to reduce the consumption of mineral oil are

- CNG busses (which require as well a new refuelling infrastructure at the relevant depots of the BSAG)
- Diesel-electric serial hybrid propulsion with electric storage and recuperating brake energy

For both alternatives, there are still very relevant additional costs, which can be reduced by economy-of-scale by developing joint market demand with other cities and PT operators. In economic terms, any solution will have to be economically comparable in operation costs to Diesel busses with special motor-management and after treatment fulfilling EEV standard.

That high level of commitment will have to be kept also with potential joint procurement of busses with alternative propulsion.

Emilia Romagna (ATP)

In order to reduce traffic air pollution, ATP allocates incentives to local public transport (LPT) either by contributing to the bus fleet renewal or supporting researches, meetings and agreements. For this purpose ATP works together with national and regional research institutes such as Enea, Cnr, Arpa, etc..., with the Ministry of Infrastructures and Transport, the regional air, noise and elettromagnetic pollution department, local authorities, local mobility agencies and LTP regional companies.

ATP's strategy aims on one side at progressively creating local public transport fleets made up of eco-compatible vehicles, and on the other side – in relationship to urban areas – at supporting modal interchange and traffic fluidification on the main access roads to towns centres (by means of reserved bus lanes and telecontrol systems).

The low impact technologies on which ATP is mainly engaged are CNG, electric, and hybrid vehicles. The Agency is also interested in researches on the use of hydrogen as energy carrier..

As far as *CNG vehicles* are concerned ATP ha promoted the implementation of new depots and refuelling stations in compliance with regulations and according to local needs. The results so far are very good, particularly in Bologna, since the number of circulating CNG buses is very high and two new refuelling stations are under construction.

With reference to *electric and hybrid vehicles*, ATP has promoted them first of all in urban areas since they help to decrease noise and air pollution (particulate). Emissions of polluting gases due to the production of electricity can be better monitored and reduced directly at the power stations by means of filters.

ATP allocates also incentives to support the purchase of new diesel buses which are equipped with *antiparticulate filters*.

Finally, in partnership with researchers and development institutes and with private companies which produce *hydrogen* ATP is committed to evaluate the technical/economic feasibility and the time needed for a real implementation of this technology on buses fleets.

Göteborg

The city of Göteborg has a long standing tradition in clean vehicles which recently was boosted by the participation to CIVITAS. Here, the city and three local companies (DHL, GreenCargo AB, Gatubolaget) purchased CNG heavy duty vehicles to be destined to local freight distribution (within the local environmental zone). The result so far has been 1 new fuelling station, 16 new distribution vehicles and 2 heavy duty vehicles. These small figure are complemented by greater new acquisitions both in private fleets and in the context of the current biogas investments (EU Project BiogasMax). Göteborg is an example showing that actors belonging to different part of the transport chain can cooperate toward the attainment of a switch from conventional vehicles to clean vehicles.

The ‘ideal output’ of this task is the selection of the one technology which will form the ‘object of the contract’ of common procurement. Pros and cons of the technology will be defined and ways to upstream and correct the characteristics where the technology is counter-performing will be suggested. (For instance, it has been demonstrated that CNG buses are cleaner regarding emissions but less efficient than diesel buses on other characteristics, among which energy consumption, but also, roof height, weight, reliability, second-hand selling etc...)

The selection phase will be organised internally and the final decision will fall under the responsibility of the core group of cities. Nevertheless it will be of utmost importance to make the demand sides interact with the outside so as to validate the decision according to the concrete technological options available on the market and reach a consensus among the different actors and various interests from the very beginning. The establishment of the Procurement Management Group (PMG) in WP4, and the strict coordination foreseen among WP 4 and WP2, will ensure that this delicate phase is smoothly processed. A fundamental input expected from the PMG is also the definition of the ‘critical mass’ necessary to make the demand requirements of costs reduction attainable.

Task 2.4: evaluation

As already mentioned in chapter 6.1, task 2.3 constitute one of the critical steps of the project. Considering the current experiences of the local authorities part of the consortium in terms of technology in use and possible trends, we have to consider the possibility that an agreement over one single technology is not reached. This evaluation task will provide an overall assessment of the selection process and adjust the further phases of the project, in particular the organisation of WP3 and WP5. The methodology lying underneath a common procurement process is expected to be the same for the multiple technologies, while the commitment of follower local authorities and the specificities of the final contract will have to be organised around each of the technologies selected.

Outcome of this work package:

This WP will prepare the ground for the further steps of the project. On the one side it will

provide a comprehensive overview of the clean vehicles European market both in terms of what is currently most in use and what hampers a wider deployment of clean technologies. On the other side, it can be considered as a preparatory phase which will make it possible to structure in detail the following steps of the project. As the WP will end with the selection of one or more technologies, the recruitment of additional local authorities and the specifications of a potential final tender contract(s) will be adjusted accordingly.

Nevertheless, the debate among the core group of cities over the one or the other technology and especially the reasons they will provide in favour or against, will constitute already a considerable outcome of the WP and a significant input for furthering EC policy in the field.

Deliverable(s) of this work package:

D2.1 – Analysis of the heavy duty clean vehicles (buses) market

D2.2 – European Database of technologies in use by local authorities and expected trends

D2.3 – Cost/effectiveness analysis of the technology/ies selected

D2.4 – Assessment of the selection process

Role and contribution (tasks) of each partner in this work package:

- ✓ ISIS will be responsible for the setting up of questionnaires, their collection and systematisation in a database format. Foreseen person hours: 599
- ✓ Nantes Metropole will be WP leader. Nantes will coordinate the market analysis and contribute to the state of the art with their own experience and collect other French and European cities experience through diverse networks (GART, UITP, Civitas, ..). As for the technology selection, they will coordinate the whole process. Foreseen person hours: 473
- ✓ Semitan will contribute to the state of the art analysis with their own experience and collect other French cities experience through diverse networks (AFGNV, Ademe, Transdev, UTP..). As for the technology selection, Semitan will contribute to the construction of a minimum common requirements to build technical specifications. Foreseen person hours: 1.437
- ✓ City of Bremen (SBUV) will contribute to the state of the art analysis with their own experience and collect other German and other European cities experience through diverse networks (Eurocities, ICLEI, Civitas..). As for the technology selection, SBUV will contribute to the construction of a minimum common requirements to build technical specifications. Foreseen person hours: 160
- ✓ BSAG will support the city of Bremen in all their tasks. Foreseen person hours: 684
- ✓ Emilia Romagna Region will contribute to the state of the art analysis with their own experience and collect other Italian and other European cities experience through diverse networks (Polis, Federmobilità, etc...). As for the technology selection, they will contribute to the construction of a minimum common requirements to build technical specifications. Foreseen person hours: 1.361
- ✓ Gatubolaget will contribute to the state of the art analysis and technology selection. Foreseen person hours: 1.090

Major other specific costs:

Not foreseen

Major subcontracts

Not foreseen

6.2.3 Work Package 3: ORGANISATION OF A GROUP OF COMMITTED CITIES

N° of work package: 3	Name of the work package: Organisation of a group of committed cities
Duration in months: 6	Leader of the work package: Bremen
Total person-hours of work: 3.503	Total costs in EUR: 327.208
<p><u>Description of the work</u></p> <p>Overview:</p> <p>On the basis of the results of WP 2, task 2.3, with respect to the selected technology/ies and the identification of their market potential, the core group will invite other local authorities across Europe to join in the process. This WP is of particular relevance as the more potential ‘purchasers’ will be gathered, the more successful a common procurement will be vis-à-vis the open market. This will entail a “call for cities/regions” among the ones contacted through the questionnaire (WP2, task 2.2) and the organisation of a consolidated group of committed cities.</p> <p>Task 3.1 Call for Cities</p> <p>The result of WP2 will be communicated to the outside with the intention of recruiting additional follower local authorities to join in the process of joint procurement over the one (or more) technology selected.</p> <p>The Call for Cities will be announced during the workshop organised at the end of the first phase (see WP 6 Communication & Dissemination, task 6.2) and, in parallel, direct contacts will be established with the local authorities identified in WP 2, task 2.2 (questionnaire). The aim is to collect enough ‘purchasers’ to hypothetically reach the critical mass identified by the PMG at the end of the first phase (see WP4, task 4.2).</p> <p>The Call will contain a very short and clear summary of the activities carried out in WP2 and the results attained. The invitation will also describe what is expected from the follower local authorities in terms of input to the process.</p> <p>Task 3.2 Organisation of a consolidated group of committed cities</p> <p>The external cities/regions which will positively respond to the call will be invited to join the core group and follow their activities. They cities/ regions will be asked to sign a letter of intention expressing their interest in the common procurement process and their willingness to contribute to its definition. Of course, no formal commitment to buy clean buses will be required.</p> <p>Depending on the result of the technology selection, subgroups can be established analysing in detail the specificities of each technology.</p> <p>The responses to the call will be collected and an analysis of the number and procurement intentions of the responding local authorities will be made. In case the spontaneous response is not satisfactory a re-launch of the call and bilateral contacts will be made from each partner city/region. Each partner will focus primarily on their country and will share</p>	

the contacts in the other European countries with the other partners counting on their affiliation to various European networks .

A meeting is foreseen in M18 to make the follower cities meet with the core group and be briefed about the overall process. A common declaration of intent will be produced. The meeting will also be the occasion to provide first inputs to WP5, to share experiences in green public procurement, regulations and homologation aspects.

In this particular phase the PMG will be invited to meet a second time and contribute through a fruitful debate with the enlarged group of cities to the definition of a methodology for WP5.

After the meeting, the WP leader City of Bremen will constantly inform the follower cities on the progress made in WP5 and ask for their feedback. The enlarged group will meet a second time in M24 and provide further inputs.

It is important to highlight that the city of Kaunas already expressed the intention to follow the activities of the COMPRO project (see letter of intent attached). The attention devoted to the involvement of local authorities from New Accession Countries is considered a high priority of the present proposal.

Task 3.3 evaluation

A second critical issue mentioned in chapter 6.1 is represented by the difficulty the consortium might encounter in recruiting follower cities and reach a sufficient number of potential final ‘common purchasers’.

The evaluation task will serve to gauge the reaction from local authorities and their readiness to proceed with common procurement initiatives. Should the response not be satisfactory, the analysis will assess whether European local authorities are not yet willing to think in common European terms or legal and/or technical barriers are still to be overcome.

Outcome of this work package:

The outcome of this WP is the consolidation of a group(s) of European local authorities which will work together in the next and final phase of the project (WP5). It will also assess the readiness of European public authorities to join in common procurement initiatives.

Deliverable(s) of this work package:

D 3.1: 1st meeting with follower cities

D3.2: 2nd meeting with follower cities

D3.3: Assessment of recruiting process

Role and contribution (tasks) of each partner in this work package:

✓ ISIS will supervise the overall activities and participate in the meetings. Foreseen

person hours: 599

- ✓ Nantes Metropole: will support all activities and will be responsible for recruiting cities in France, Belgium, Luxembourg, Ireland and the UK. Foreseen person hours: 473
- ✓ Semitan will support Nantes Metropole in their tasks. Foreseen person hours:1437
- ✓ SBUV (city of Bremen) will be WP leader. Bremen will coordinate all activities and will be responsible for the involvement of German cities as well as Austrian, Dutch and Eastern European countries. Foreseen person hours: 160
- ✓ BSAG: will contribute to all tasks and support BSUV in their activities. Foreseen person hours:684
- ✓ Emilia Romagna Region will contribute to all tasks and will be responsible for recruiting cities in Italy, Spain, Portugal and Greece. Foreseen person hours: 1361
- ✓ Gatubolaget will contribute to all tasks and will be responsible for recruiting cities in Scandinavian countries and from the Baltic region. Foreseen person hours: 1090

Major other specific costs (tasks and foreseen amount):

Budget for local authorities:

100.000 euros are allocated for follower local authorities to cover their travel and subsistence expenses as well as the preparatory work for the two meetings.

Major subcontracts (tasks and foreseen amount, and name of organisation where available):

Not foreseen

6.2.4 Work Package 4: INVOLVEMENT OF INFLUENTIAL GROUPS

N° of work package: 4	Name of the work package: Involvement of Influential Groups				
Duration in months: 20	Leader of the work package: Gatubolaget				
Total person-hours of work: 3.986	Total costs in EUR: 298.703				
<p><u>Description of the work</u></p> <p>Overview:</p> <p>The consortium will maintain constant links with Influential stakeholders so as to ensure that the technical, economic and environmental options available and preferable on the market are in line with the direction progressively taken by the project. The establishment of the Procurement Management Group (PMG) is a key element of the present proposal.</p> <p>Task 4.1. Setting up of the Procurement Management Group (PMG)</p> <p>A special role is played by the <u>Procurement Management Group</u>. The PMG is an external Advisory Board composed by around 10-15 individual experts carefully chosen as to provide technical know-how and represent the different interests on the topic. High level personalities coming from the industry, national ministries, local authorities, public transport operators as well as environmental networks and organisations will be invited to join the group and follow the project activities. The participation of the EC in the group is also highly recommended.</p> <p>The PMG composition would be as follows:</p> <ul style="list-style-type: none"> ▪ 1 mediator ▪ 3 representatives from the automotive industry ▪ 4 representatives from local authorities ▪ 2 PT operators ▪ 3 representatives from national ministries ▪ 2 representatives from European interest groups ▪ 1 representative from the European commission <p>Each category of stakeholders participating to the PMG is expected to have specific goals and constraints, and the main role of the PMG will be to discuss how the various perspectives can be reconciled in order to achieve overall consensus. Such consensus, in turn, is the main prerequisite to ensure that the project leads to concrete action (the joint procurement).</p> <p>Critical decision parameters that can be anticipated are as follows (non exhaustive list):</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; text-align: center;">Stakeholder group</th> <th style="width: 50%; text-align: center;">Critical concerns/parameters</th> </tr> </thead> <tbody> <tr> <td style="height: 20px;"> </td> <td> </td> </tr> </tbody> </table>		Stakeholder group	Critical concerns/parameters		
Stakeholder group	Critical concerns/parameters				

Automotive industry	<ul style="list-style-type: none"> ✓ Investment costs ✓ Commitment on volumes ✓ Spread of production over time (avoiding peak production loads followed by under utilisation of capacity)
Local authorities	<ul style="list-style-type: none"> ✓ Purchase price ✓ Flexibility of purchase orders ✓ Safety ✓ Infrastructure investment costs (fuel supply) ✓ Local environmental impacts
PT operators	<ul style="list-style-type: none"> ✓ Purchase price ✓ Maintenance costs ✓ Other investment costs (e.g. training)
National authorities	<ul style="list-style-type: none"> ✓ Compliance with technical standards ✓ Global impacts on energy supply ✓ Contribution to environmental targets
NGOs, Interest Groups	<ul style="list-style-type: none"> ✓ Local and global environmental impacts ✓ Quality of transport services ✓ Safety
EC	<ul style="list-style-type: none"> ✓ Compliance with Directive ✓ Contribution to the attainment of energy and environmental targets, including security of supply

The PMG will start by establishing a comprehensive list of such critical concerns, agreeing on their exact definition and on how to concretely measure them. These will then serve as the common basis for discussion in the various PMG meetings. To facilitate the achievement of consensus at the various stages of the PMG work, simple techniques such as e.g. MCDA (Multi Criteria Decision Analysis) will be used, allowing each participant to express their views and priorities in a formalised and structured manner.

If deemed appropriate, weights will be attached to each critical criteria, thus allowing to incorporate the inevitable degree of subjectivity in the consensus building process.

Previous experience, locally and in European projects (namely the CIVITAS Initiative) enable COMPRO to envision some of the “hot” issues likely to stir interest among the members of the PMG. Among them, noteworthy are⁶:

- **Market fragmentation**, which is still is one of the main problems facing the successful introduction of clean vehicle. Local authorities and industry appear consensual in voicing out the importance of somehow working toward a **common European market** as the most urgent and viable solution to the current difficulties faced by clean vehicles. Fragmentation, caused by market and regulation protection, delivers unbalanced commercialisation of products (available in certain countries and not in others), uneven technical standards across Europe (parts or full vehicles approved in one country and not in other ones) and different definitions. Although the main actor able to break the stalemate is arguably the EU institutions, the local level and the

industry believe they can they the lead and show the way;

- ***Harsh competition** between technologies for very small market share held by clean vehicles contribute to render the conditions for clean vehicles diffusion complicated. All these technologies are forced to compete on the same market occupied by the “old” conventional vehicles. In other words, unlike other products, there is no substitution process, and given the intrinsically higher prices of new technologies, competition becomes a hardly attainable commodity;*
- *The **demand side** of clean vehicles has yet to become a strong component of the process. Local authorities and industry alike recognise this much and believe that cities must become a **credible buyer**. Generally speaking, the present demand of clean vehicles is not large enough to attract the industry. However, there are scattered, sometimes conspicuous pockets of interest that once teamed up could be able to act as an appealing purchasing party. However, less accord is found on whom should set the process of joint procurement in motion: it can be the national level through the disbursement of financial incentives to accelerate a market breakthrough; it can be the cities themselves, as proven, for instance by the experience of Stockholm which show that when cities take the lead and form buyers consortia they are able to exert leverage while bargaining with the industry; it can be the EU, with clear and common standards and definitions; it can be the local authorities and the industry together, as proven by past experiences (i.e. Ford together with several Swedish cities), whereby a pool of diverse entities coalesced to reach the necessary critical mass, furthermore allowing the industry to get a reliable assessment of the indicative vehicle stock and to ensure a good after sale service;*
- *A heated topic concerns the adverse effects of **poor financial policies**. It is frequently reported the practice of applying higher leasing rates on clean vehicles, due to the fear of poor after-market. To tackle this hurdle, it is suggested that the respective Ministries of the Environment and Finances be jointly involved to adopt clean vehicles-promoting regulations, particularly those using the financial lever;*
- *Another problem causing the current clean vehicles stalemate revolves around the contextual lack of both **technology** and **infrastructure**, raising the old dilemma of what should come first? It is the old “chicken or egg” question, which finds different answers depending on the surveyed stakeholder;*
- *Finally, a sensitive aspect regards the **real motives** behind the lack of commitment to clean vehicles so far demonstrated by the EU/national/local level and the industry. The heavy duty industry claims to having agreed with the European Commission to only invest on improved cleaner diesel trucks and buses for the near future. This renders other short term alternatives unappealing and too costly altogether. The national level benefits from considerable revenues related to the sales of petrol and diesel fuels, making it unlikely to foresee short term large scale introduction of clean vehicles and fuels backed by national governments. As a consequence, both stakeholders should be vested with clear and explicit responsibilities toward clean vehicles/fuels promotion.*

Task 4.2. PMG meetings

Under the supervision of the WP leader, the PMG is expected to meet when important

technology selection and when the criteria and procedures of the joint procurement will be established. Another meeting is foreseen when the group of follower cities/regions will be established.

All in all, the value of the PMG is to validate the decisions and activities undertaken and orientate future actions.

Meeting 1: selection of technology phase (WP2, task 2.3)

Although the technology selection will be decided by the consortium it will be important to have a feedback from the outsider experts. As mentioned in WP2, the meeting will aim at validating the decision according to concrete technological options available on the market and reach a consensus among the different actors and various interests from the very beginning. Ideally, it is expected that the PMG also provides a quantification of the ‘critical mass’ necessary to make the demand requirements of costs reduction meet the conditions applied by the market.

Meeting 2: creation of a group(s) of cities phase (WP3, task 3.2)

The meeting organised between the core group of cities/regions and the follower local authorities will represent the ideal occasion for the PMG to get in contact with the enlarged group and share the visions over the future of a potential joint procurement. The PMG will provide first inputs on the overall joint procurement process.

Meeting 3: definition of joint procurement phase (WP5, task 5.2)

The third meeting of the PMG will be of utmost importance, as it will represent the venue where the criteria to be given to the common procurement will be agreed upon.

Outcome of this work package:

The outcome of this WP will be a structured mechanism of *participatory consultation* opened to the wide range of stakeholders having an influential say in the uptake of clean road transport vehicles. The participation is foreseen from representatives from the world of public authorities (at all levels), vehicle and fuel manufacturers and relevant associations. Initiating communication and mediating between parties that lack official venues for discussion and bear interests often in contrast, is an endeavour in itself, and one whose fruits may be gradually witnessed overtime.

Deliverable(s) of this work package:

- D 4.1 – contact list of PMG composition
- D 4.2 – proceedings meeting 1
- D 4.3 – proceedings meeting 2
- D 4.4 – proceedings meeting 3

Role and contribution (tasks) of each partner in this work package:

- ✓ ISIS will participate to the meetings and contribute to the preparatory material as well as follow up work. Foreseen person hours: 665
- ✓ Nantes Metropole will participate to the meetings and contribute to the preparatory material as well as follow up work. Nantes will also relay discussions and questions from the consortium with the different manufacturers and other stakeholders involved in the city's activity. Foreseen person hours: 229
- ✓ Semitan will relay discussions and questions from the consortium with the different manufacturers involved in Semitan activity (ie Heuliez, Mercedes, Volvo). Foreseen person hours: 690
- ✓ SBUV (city of Bremen) will participate to the meetings and contribute to the preparatory material as well as follow up work. Bremen will also relay discussions and questions from the consortium with the different manufacturers and other stakeholders involved in the city's activity. Foreseen person hours: 110
- ✓ BSAG will participate to the meetings and contribute to the preparatory material as well as follow up work. It will also relay discussions and questions from the consortium with the different manufacturers and other stakeholders involved in the city's activity. Foreseen person hours: 463
- ✓ Emilia Romagna will participate to the meetings and contribute to the preparatory material as well as follow up work. RER-ATP will also relay discussions and questions from the consortium with the different manufacturers and other stakeholders involved in the region's activity. Foreseen person hours: 465
- ✓ Gatubolaget will be the WP leader, will chair all meetings and relay with the partners and PMG components. Foreseen person hours: 1.364

Major other specific costs (tasks and foreseen amount):

60.000 euros of the overall budget are allocated to cover travel and subsistence expenses as well as the preparatory and/or follow up work expected by the PMG members.

Major subcontracts (tasks and foreseen amount, and name of organisation where available):

Not foreseen

6.2.5 Work Package 5: SETTING UP OF A COMMON PROCUREMENT PROCEDURE

N° of work package: 5	Name of the work package: Setting up of a joint procurement procedure
Duration in months: 29	Leader of the work package: Nantes Metropole
Total person-hours of work: 5.060	Total costs in EUR: 325.569
<p>Description of the work</p> <p>Overview:</p> <p>This WP will study how to best circumvent the obstacles posed to a common trans-national procurement initiative, appraising the existing regulations in the field, among others, of procurement, vehicle and fuel standards and custom fares. On the basis of the study, the core group of cities together with the follower local authorities will define criteria and key elements which need to be considered in a common procurement at European level.</p> <p>Task 5.1: analysis of conditions to set up a trans-national joint public procurement (ATP- Emilia Romagna)</p> <p>This task will try to give answers to a number of questions concerning clean fleet procurement. In particular:</p> <ul style="list-style-type: none"> ▪ From the decision to the implementation, what fields are related to local, national, European competency? ▪ Is it possible to identify minimum common requirements? ▪ Where the States cannot find agreements, can it be possible that large groups of cities push their own state to harmonize some vital norms towards truly trans-national procurement? <p>The existing experience of the core group of cities/regions in ‘green public procurement’, standardisation and homologation aspects, will constitute the starting point of the analysis. A template to collect further experiences from the follower local authorities will be established and information gathered during the meeting foreseen in WP 3, task 3.2.</p> <p>Task 5.2 definition of criteria of a European common procurement (Nantes Metropole)</p> <p>The final phase of the project will be the definition of all criteria and key elements which need to be considered in a common procurement at European level. Although the STEER programme does not consider as eligible the costs related to the launch of a tender contract and therefore this action is not considered in the present proposal, it is realistic to believe that once a group of committed cities has come to this point the common procurement will be concretely launched afterwards.</p> <p>Among the common criteria, the key elements to be identified are, among others:</p>	

- the green selection criteria;
- the award criteria;
- the contract performance clauses
- other potential specific requirements like accessibility for handicapped.

This task will build on previous experience of the core partners:

- ✓ During the last 2 years, **Nantes Metropole** launched a call of proposal for buying 60 new CNG buses in three sets (14 articulated buses, 20 specifics articulated buses for BRT and 26 standards buses). The Authority experienced several difficulties and learnt to overstep them.
- ✓ For the implementation of a regional project named **STIMER**, **ATP** has coordinated the joint procurement of electronic ticketing technologies of eleven companies (operating transport by bus and by rail) by laying down coordination criteria and organizing working groups dedicated to drawing up of call for tenders specifications; support to the examining board; drawing up of the executive project together with the chosen company for the supply.

A final product of this WP, and of the project in general, will be a **set of recommendations** for public procurers, outlining the main steps and subtleties to be considered while attempting similar initiatives.

Task 5.3 evaluation (Nantes Metropole)

A third critical issue mentioned in chapter 6.1 is represented by the difficulty the consortium might encounter reaching agreement over the criteria and key elements of the common tender contract.

The evaluation task will serve to assess which legal and technical barriers still need to be abated to make a common trans-national procurement effective.

Outcome of this work package:

The outcome of this WP will be a thorough analysis of the national and local regulations in clean vehicles procurement and the possibility for standardisation at European level. The final product will be a draft of a common procurement tender established by the local authorities involved in the project, both initiators and followers, and a set of recommendations on the process to be widely replicated.

Deliverable(s) of this work package:

D5.1 Study on existing regulations in the field of procurement, vehicle and fuel standards, custom fares, etc.

D5.2 Draft of a Common European procurement tender

D5.3 Guidelines (Final Recommendations)

Role and contribution (tasks) of each partner in this work package:

- ✓ ISIS: will contribute to all tasks and will be responsible for the drafting of the Final Recommendations (D5.3). Foreseen person hours: 532
- ✓ Nantes Metropole will be WP leader. They will coordinate and supervise all tasks and will be responsible for D5.2 (Draft of a Common European procurement tender) Foreseen person hours: 627
- ✓ Semitan will support Nantes Metropole in all tasks. Foreseen person hours: 1091
- ✓ SBUV (city of Bremen) will contribute to all tasks. Foreseen person hours: 130
- ✓ BSAG: will contribute to all tasks. Foreseen person hours: 830
- ✓ Emilia Romagna will contribute to all tasks and will be responsible for D5.1 (Study on procurement regulations). Foreseen person hours:880
- ✓ Gatubolaget. Foreseen person hours: 970

Major other specific costs (tasks and foreseen amount):

Not foreseen

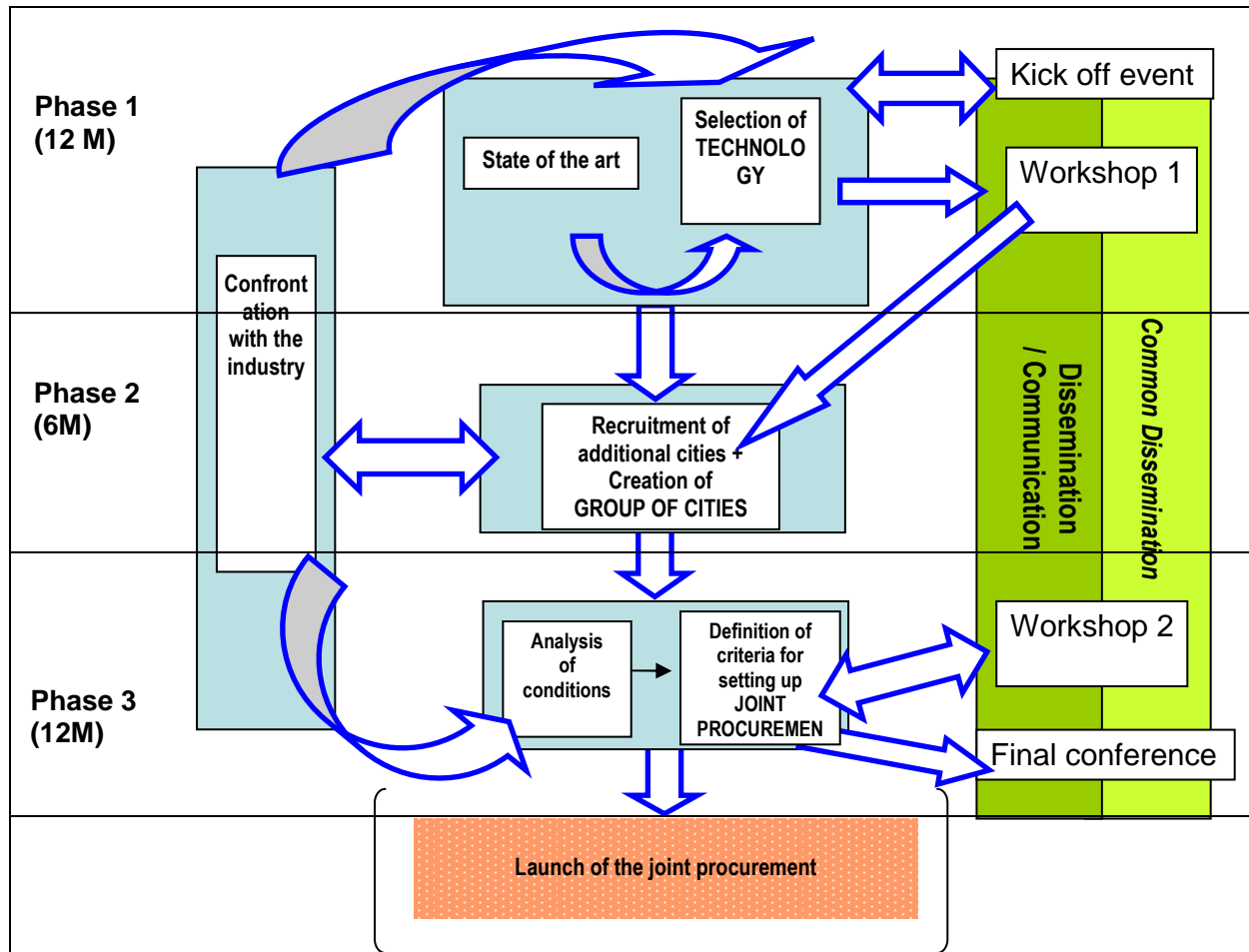
Major subcontracts (tasks and foreseen amount, and name of organisation where available):

BSAG will subcontract 60.000 euros for consultation for technical requirements; surveys for adaptive technologies as input for common procurement activities and coordination of the follower cities.

The sub-contractors identified / to be identified were / will be selected following the provisions of Article II.9 of the Grant Agreement on competitive grounds on the basis of best value for money.

6.2.6 Work Package 6: COMMUNICATION AND DISSEMINATION

N° of work package: 6	Name of the work package: Communication and Dissemination
Duration in months: 30	Leader of the work package: ISIS
Total person-hours of work: 3.428	Total costs in EUR: 302.388
<p><u>Description of the work</u></p> <p>Overview:</p> <p>The communication and dissemination activities will be carried out throughout the whole project lifetime. Each phase of the project will have targeted actions and products, which include events, various publications and a constantly updated dedicated website.</p> <p>As for what relates specifically to communication, the overall dissemination plan has been thought as to ensure a concrete dialogue with the outside and not merely a one-way information system. Communication will play from ‘inside’ the project to the outside, but also vice-versa as a feedback from the key stakeholders, as identified in Chapter 4, is expected to enrich the work in all its phases. The events in particular will have a strategic role in this respect.</p> <p>The affiliation and proactive participation of the consortium partners cities and regions to a wide number of regional, national and European networks of cities and other key organisations will ensure the involvement of the targeted stakeholders and the dissemination of the project activities and results through <i>a cascade</i> mechanism.</p> <p>Beside the communication and dissemination plan outlined in the following paragraphs, general dissemination activities will be constantly ensured. A regular presence of the project representatives during related European and international conferences will be assured and all material produced made available. Articles to other networks or projects publications, including scientific ones, and newsletters will also be provided.</p>	



Task 6.1. Kick off Conference (ISIS)

The kick off Conference will take place at the beginning of the project (M 6) possibly in combination with another European related event (e.g. Civitas Forum, Eurocities conference, Polis conference, exhibitions on clean vehicles, etc...).

The partner cities will have the possibility to present the state of the art of their policies and future expectations in clean vehicle procurement. A round table debate will be organised to make the partner cities share their experiences with Influential stakeholders and receive significant input to feed the analysis of barriers task in WP2.

The aim of the kick off conference is therefore twofold: to present the project methodology and objectives raising interest on the issue at European level; and to receive a first feedback from stakeholders on the analytical work which will be carried out within the project.

The target audience will be composed by decision makers in public authorities (politicians and officers) in the context of collective transport vehicles procurement, vehicles fleet managers, providers of transport services, and the automotive industry.

Task 6.2. Workshop 1 (focus on clean technologies) (Nantes)

The first Workshop will be organised in Nantes at the end of Phase 1 of the project (M12) and will target mainly public authorities at local level. The aim of the workshop will be to inform about the outcome of the technology selection process and launch the invitation to follower

cities/regions to join in the Europe wide common procurement experiment. In this respect the Workshop will make the *liaison* between Phase 1 and 2 of the project.

The workshop will also present the results of the market analysis and the survey made among European local authorities on the clean collective transport technology most in use and prospects for the future. Additional stakeholders groups will be invited to share the results of the study, such as manufacturers, energy companies, environmental NGOs and pressure groups, academics and private experts specialised in LPT projects.

Task 6.3. Workshop 2 (focus on procurement procedures) (ATP)

The second workshop will be organised in Bologna during Phase 3 of the project (M24) when the analysis of conditions for setting up a joint procurement will be near to be finalised and the definition of criteria and key elements for a joint purchase of clean collective transport means will be at the core of the projects activities. The second workshop will focus on the theme of green public procurement and will aim at sharing experiences between the consortium cities/regions, the follower committed local authorities and third public authorities at national regional and local level. The main target audience will be composed, among others, by public authorities mainly at city and regional level, manufacturers and vehicles dealers, legal experts in tendering procedures, academics and experts in standardisation and homologation aspects.

Task 6.4. Final conference (Nantes Metropole)

The Final conference will mark the end of the project and will aim at a broad dissemination of the main outcome of the project activities. It will be organised in Brussels so as to attract a wide participation from European decision makers and the key stakeholders that have been involved in all previous phases.

Task 6.5. Publications (ISIS, Bremen)

Publications of various kinds are planned to be produced.

A promotional leaflet will be issued at the beginning of the project to present the objectives and expected results. A brief outline of the consortium participants' state of the art in clean public transport procurement will be included. The leaflet will be widespread among the key stakeholders and sent specifically to the list of contacts identified for the questionnaire in WP2.

Electronic newsletters will be produced bi-annually in electronic and paper format. In particular, the printed newsletters will be produced before the two workshops and the final conference to be handed out to participants. They will be in any case, sent by email or post mail to the list of contacts identified for the questionnaire in WP2 and distributed to participants to any other related European event the consortium will take part in.

Task 6.6 Website (ISIS)

A special feature of COMPRO will be a user-friendly dedicated website. The website will contain key information on the project planned activities and methodology, expected results, partners involved. It will be constantly updated with the main results progressively achieved. At the end of Phase 1, the database collecting the experiences and trends of European local authorities in clean public transport procurement will be made available online.

In Phase 2 and 3, a reserved area, password protected, will be created to facilitate the dialogue between the core group of local authorities and the follower cities which will join in the project analysis.

The website will also contain links to other related local, national and European web-pages and vice-versa.

Outcome of this work package:

All in all the communication and dissemination WP will create a platform for dialogue between the project core partners and the outside. Key stakeholders will be not only constantly informed about the progress made, but will have the possibility to be active contributors to the project work and systematically provide inputs into the project activities. As for local authorities in particular, the communication plan will serve also at raising awareness about the common procurement initiative they can join in at any time.

Deliverable(s) of this work package:

D6.1 – promotional leaflet

D6.2 – newsletters (electronic and printed)

D6.3 - website

Role and contribution (tasks) of each partner in this work package:

- ✓ ISIS will be WP leader. ISIS will coordinate the overall activities and be responsible in particular for the kick off conference, the website and the promotional leaflet: Foreseen person hours:1.236
- ✓ Nantes Metropole will contribute to all activities providing input for the events, publications and the website. Nantes will use their professional networks to disseminate information and project results. Nantes will be in particular responsible for the organisation of workshop 1 and the Final conference. Foreseen person hours: 206
- ✓ Semitan will contribute to all activities providing input for the events, publications and the website. Semitan would use their professional networks to disseminate information and project results. Semitan will support Nantes Metropole in the organisation of workshop 1. Foreseen person hours: 603
- ✓ SBUV will contribute to all activities providing input for the events, publications and the website. SBUV would use their professional networks to disseminate information and project results. Bremen will be in particular responsible for the production of newsletters. Foreseen person hours: 160
- ✓ BSAG will contribute to all activities providing input for the events, publications and the website. BSAG would use their professional networks to disseminate information and

project results. BSAG will support the city of Bremen in the production of newsletters. Foreseen person hours: 499

- ✓ ATP will contribute to all activities providing input for the events, publications and the website. Emilia Romagna region would use their professional networks to disseminate information and project results. ATP will be in particular responsible for the organisation of workshop 2. Foreseen person hours:495
- ✓ Gatubolaget will contribute to all activities providing input for the events, publications and the website. They would use their professional networks to disseminate information and project results. Foreseen person hours: 229

Major other specific costs (tasks and foreseen amount):

ISIS: 20.000 euros for the organisation of the kick off conference; the setting up and maintenance of the website; the issue and distribution of the leaflet

Nantes Metropole: 28.000 euros for the organisation of workshop 2, the final conference and the issue and distribution of the final publication

Semitan: 10.000 euros for supporting Nantes Metropole in the organisation of workshop 2, the final conference and the issue and distribution of the final publication

SBUV: 4.000 euros for the issue and distribution of the newsletters

ATP: 15.000 euros for the organisation of workshop 1

Major subcontracts (tasks and foreseen amount, and name of organisation where available):

Not foreseen

6.2.7 Work Package 7: Common Dissemination Activities

N° of work package:	Name of the work package: Common dissemination activities
Duration in months: 30	Leader of the work package: ISIS
Total person-hours of work: 573	Total costs in EUR: 40.212
<p><u>Description of work</u></p> <p>The work package covers resources to contribute, upon request by the IEEA, to common dissemination activities shared by the IEE projects in order to increase synergies amongst the projects and visibility of the project results.</p> <p>Task 7.1: Contribution to the development of online information systems under IEEA management (e.g. project fact sheets, reports, slides, electronic deliverables, images) in the quality and form specified</p> <p>Task 7.2: Participation and/or contribution, to information and dissemination events (contractors’ workshops, conferences, briefing days, exhibitions, etc.) related to Intelligent Energy – Europe or other relevant EU programmes</p> <p>Task 7.3: Contribution to the preparation of common presentation material related to IEE actions, like the “Intelligent Energy News” newsletter and other printable or audiovisual media developed by the IEEA</p> <p>Outcome of this work package:</p> <ul style="list-style-type: none"> • Delivering of contributions to the online information systems and web-sites • Participation in information and dissemination events, such as contractor’s workshops, conferences • Delivery of common presentation material and media tools <p>Deliverable(s) of this work package:</p> <p>D7.1: Inputs to the IEEA online information systems and web-site, (e.g. project fact sheets, reports, slides, electronic deliverables, images and regular up-dates thereof) in the quality and form specified</p> <p>D7.2: Project presentations and background material presented at information and dissemination events including feedback analysis thereof</p> <p>D7.3: Inputs to common presentation material related to IEE actions, such as articles for newsletters, posters, interviews, visuals</p> <p>Role and contribution (tasks) of each partner in this work package:</p>	

The main responsibility will lay on ISIS, WP leader. All partners will contribute to all tasks according to the EC requirements.

Foreseen person hours:

ISIS: 240

Nantes Metropole: 72

Semitan: 50

SBUV: 30

BSAG: 86

Emilia Romagna: 40

Gotubolaget: 55

Other specific costs (tasks and foreseen amount):

Not foreseen

6.3 List of Deliverables and Schedule

6.3.1. List of Deliverables

Deliverable N°	WP N°	Deliverable name	Type of deliverable	Size/Form	Language(s)	Target group e	Lead participant	Dissemination level	Month of completion
D1.1	1	Progress Report	working paper	20 pages	EN	EC	ISIS	CO	7
D1.2	1	Progress Report	working paper	20 pages	EN	EC	ISIS	CO	13
D1.3	1	Intermediate Report	working paper	40 pages	EN	EC	ISIS	CO	19
D1.4	1	Progress Report	working paper	20 pages	EN	EC	ISIS	CO	25
D1.5	1	Final Report	working paper	40 pages	EN	EC	ISIS	CO	30
D2.1	2	Analysis of the heavy duty clean vehicles (buses) market	working paper	50 pages	EN	Local authorities; automotive industry; national Ministries; Environmental organisations	Nantes	PU	8
D2.2	2	European Database of technologies	database		EN	Local authorities; automotive industry; national Ministries; Environmental organisations	ISIS	PU	12
D2.3	2	Cost/effectiveness analysis of the technology/ies selected	working paper	30 pages	EN	Local authorities; automotive industry; national Ministries; Environmental organisations	RER-ATP	PU	12
D2.4	2	Assessment of the selection process	working paper	10 pages	EN	Local authorities; automotive industry; national Ministries; Environmental organisations	Nantes	PU	12
D3.1	3	Proceedings 1st meeting with follower cities	working paper	4 pages	EN	Consortium members and EC	Bremen	CO	19
D3.2	3	Proceedings 2nd meeting with follower cities	working paper	4 pages	EN	Consortium members and EC	Bremen	CO	25
D3.3	3	Assessment of recruiting process	working paper	10 pages	EN	Local authorities; automotive industry; national Ministries; Environmental organisations	Bremen	PU	19
D4.1	4	Contact list of PMG composition	working paper	1 page	EN	Consortium members and EC	Gatubolaget	CO	10
D4.2	4	Proceedings PMG meeting	working paper	4 pages	EN	Consortium members and EC	Gatubolaget	CO	12

		1							
D 4.3	4	Proceedings PMG meeting 2	working paper	4 pages	EN	Consortium members and EC	Gatubolaget	CO	19
D 4.4	4	Proceedings PMG meeting 3	working paper	4 pages	EN	Consortium members and EC	Gatubolaget	CO	25
D5.1	5	Study on procurement regulations	paper	50 pages	EN	Local authorities; automotive industry; national Ministries; Environmental organisations	RER-ATP	PU	24
D5.2	5	Draft of a Common European procurement tender	paper	4 pages	EN	Local authorities; automotive industry; national Ministries; Environmental organisations	Nantes	PU	29
D5.3	5	Final Recommendations	paper	8 pages	EN	Local authorities; automotive industry; national Ministries; Environmental organisations	ISIS	PU	29
D 6.1	6	Promotional leaflet	flyer	4 pages	EN	Local authorities; automotive industry; national Ministries; Environmental organisations	ISIS	PU	4
D6.2	6	Newsletters	flyer	4 pages	EN	Local authorities; automotive industry; national Ministries; Environmental organisations	Bremen	PU	5,11,18,24,29
D6.3	6	Website	website		EN	Local authorities; automotive industry; national Ministries; Environmental organisations	ISIS	PU	4

6.3.2 Schedule

	Phase 1												Phase 2						Phase 3																		
Project phase / Duration of the project (in months)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30							
Work package 1: Management																																					
Work package 2: State of the art & Selection of Technology																																					
Work package 3: Organisation of a Group of Committed Cities																			x							x											
Work package 4: Involvement of the Authomotive Industry											x							x							x												
Work package 5: Setting up of a Joint Procurement Procedure																																					
Work package 6: Communication and Dissemination				x	x	x				x	x							x							x												
Work package 7: Common Dissemination Activities				X								X																									X
Project meetings ^a	x					x						x							x							x											
Project reports to EC ^b							PR						PR							IR							PR										
Project deliverables ^c				X X	X	X	X	X	X	X	X	X X X X	X							X	X X X X	X X X X							X X X X	X							

6.4 Performance Indicators

Performance indicator	Quantification of success ^a	Related work package and/or deliverable N°
Number of technology selected	1 (ideally)	WP 2
Number of ‘follower’ local authorities involved in the process	20	WP 3
Number of industries in agreement with the procurement criteria	5	WP 5
Volume of clean vehicles order planned by the consortium - % of clean vehicle fleet	25 % (at least)	WP 5
Kick off event	50 relevant targeted stakeholders	WP 6
Workshop 1	60-80 relevant targeted stakeholders	WP 6
Workshop 2	60-80 relevant targeted stakeholders	WP 6
Final conference	100-120 relevant targeted stakeholders	WP 6

7. Rationale for the Composition of the Consortium and the Role and Responsibility of the Participants

The consortium consists of the following contractors:

Partic. Role ^a	Partic. N°	Participant name	Participant short name	Country
CO	1	INSTITUTE OF STUDIES FOR THE INTEGRATION OF SYSTEMS	ISIS	ITALY
CB	2	NANTES METROPOLE	NMCU	FRANCE
CB	3	Société d'Economie Mixte des Transports de l'Agglomération Nantaise	SEMITAN	FRANCE
CB	4	City-State of Bremen	SBUV	GERMANY
CB	5	Bremer Straßenbahn AG	BSAG	GERMANY
CB	6	Emilia-Romagna's Agenzia Trasporti Pubblici (Public Transport Agency)	RER-ATP	ITALY
CB	7	Göteborgs Gatubolaget	Gatubolaget	SWEDEN

In addition a letter of intent to participate in the project activities as ‘follower city’ has been sent by the **city of Kaunas (Lithuania)**, attached to the present proposal.

COMPRO has gathered together 6 public authorities covering 4 European countries and one private company. Considering the background and experiences of the partners, multiple

technical and organisational knowledge is provided to ensure the achievement of the project results.

The partners share the same concern of reducing pollutant emissions and encourage the market penetration of clean vehicles in Europe. Joining forces in the effort of analysing the barriers hampering the widespread of the clean vehicles market and overcome them through a spontaneous initiative of common European procurement is considered by all of them a significant step in the transition towards a single European market.

Although all partners are well experienced in green public procurement and have made their choices as to the clean technology/ies to be adopted in their transport policies, they operated so far at a local or national level. They all share the conviction that the share of experiences with other European realities would enrich their knowledge and could lead to a common approach for the benefit of all. The differences among their current clean transport policies should not be considered as an obstacle to the project. On the contrary, it represents a stimulus for discussion and a challenge they all want to uptake.

The distribution of responsibilities and tasks has been decided according to the partners' experiences and main interests. All in all, the share of work is well balanced among all contractors.

The local authorities will be supported by the work of a management and research team of proven experience. **ISIS** is a leading Italian research institute with extended management experience of large EU transport and energy projects. It will be responsible for the overall management and coordination as well as communication and dissemination activities.

WP leader: 1; 6; 7

Nantes Metropole, with the support of **SEMITAN**, the public transport operator, will be responsible for the overall analysis of the clean vehicle market and will steer the process for the technology selection. Nantes will also be responsible for the analysis of conditions to setting up a common procurement procedure and the draft of a tender contract.

WP leader: 2; 5

The **City of Bremen**, with the support of **BSAG**, the public transport operator, will 'sell' the project to third local authorities. Well experienced in networking and in involving European cities in common initiatives, Bremen will be responsible for gathering 'follower' local authorities to join in the common procurement process from all over Europe.

WP leader: 3

Gatubolaget, will steer the work of the Procurement Management Group. As transport service operator for the city of Goteborg, their experience in purchasing large numbers of clean vehicles and their many contacts with the manufacturers will provide great input into this specific task of the project.

WP leader: 4

ATP of the Emilia Romagna region, will greatly contribute with their proven experience especially in WP2 and WP5. As President city of Federmobilità (Italian Associations of cities and regions transport ministers), they will ensure a constant link with a wide number of Italian local authorities.

8. Description of Each Participant

8.1 Description of the Organisation

ISIS

ISIS is a private research and consulting firm active since 1971 at the national and international levels in the areas of information and decision support systems, mathematical modelling and operational research. ISIS has an extensive experience in the areas of transport, energy and environment, acquired through the participation to several national and EU-funded initiatives. A solid coordination expertise has been acquired in international research projects in the EU 4th and 5th RTD FP (e.g. QUITTS, TRANSPLUS, BEACON, REVENUE, RECORDIT, etc.) and is currently being deployed in coordinating, among others, large Integrated Projects co-funded by DG Research (NEEDS and THRESHOLDS). In addition, ISIS has established a network of alliances currently active in European nations. This network is the result of years of participation to international projects which have been carried out under combined efforts and agreements.

Areas of expertise relevant to this proposal are in particular: sustainability of the transport systems in urban areas, rational use of energy in the transport sector, monitoring, benchmarking and awareness raising in urban areas.

Nantes Métropole

Nantes Métropole is a local authority composed with 24 cities in the Western France. With 580,000 inhabitants, Nantes Métropole has experienced one of the fastest population growth rates of all major urban areas in France over the past 15 years.

According to this, and in order to maintain social integration, economic attraction and environmental quality, Nantes Urban area, since the early 80s, has strongly acted in the field of mobility matters and towards a sustainable development.

The renaissance of the tramway in Nantes 20 years ago, and its subsequent success and expansion, are a prime example of Nantes Métropole's public transportation policy.

In 2002, residents made 2 million trips per day, 61% of which were by car. To facilitate public transportation for everyone, Nantes Métropole continues to propose alternative solutions.

Nantes Métropole put citizen participation and democracy firmly in the limelight by developing "travel workshops".

Two major factors strongly influenced the willingness of the urban area to develop a large-scale policy of non-polluting public transport fleet: the implementation of the first tramline in 1985 and the experimentation of CNG buses within the Jupiter 2 project.

Moreover, opinion polls conducted on public transport perception showed that it was necessary to enhance the image of buses, which had been left behind in comparison with the modern tram.

By a convention signed in 2000, Nantes Métropole Urban Council mandated Semitan (PT operator) to conduct a bus fleet procurement programme for the three-year period 2001-2003.

Société d'Economie Mixte des Transports de l'Agglomération Nantaise (Semitan Fr)

Semitan is a semi-public company. This public-private partnership with local authority seems best suited to both company's role as a public utility and requirements of an efficient public transport system management at a technical and commercial level.

Nantes Métropole communauté urbaine is Semitan's leading shareholder (65%). The remainder of the share capital is held by other para-public organisations (Nantes Chamber of Commerce and Industry 10%, French National saving bank 10%, Transdev Ass. 14.5%, and three consumer associations with one share each).

Semitan is in charge of public transport operations and is also entitled to act in the name of Nantes Metropole for public transport infrastructure development. Semitan therefore conducts LRT preliminary studies and supervises construction work on tram or clean bus corridors.

In January 2006, Semitan achieved 100 million yearly journeys compared with 94 millions in 2004. This has been achieved with managing together the following items : Developing a clean CNG bus fleet (half the bus fleet is now running on CNG), feeding a major tram system (last extension was launched in September 2005) increased standards schedule speeds, real time management (linked with real time information for passengers), transportation without exclusion (low floor buses and trams, special bus services for disabled persons and DRT systems), park and ride development, analysis means improvement (evaluation surveys, customer satisfaction, automatic counting systems) , reinforced marketing communication and information policy, quality standards -Iso 9002 for tram maintenance- and also perceived quality (NF norms applied to most major bus routes), integrated fares with urban railway services, and interurban coaches.

Innovation is also a strong driving force for SEMITAN teams: currently under construction the future Bus Way route will be launched in autumn 2006.

SBUV

The City-State of Bremen - with the administrative Senate for Construction, Environment and Transport (Senator für Bau, Umwelt und Verkehr, SBUV), responsible for Transport, Environment and as well for Energy- is well experienced with innovative research and demonstration projects on transportation issues and as well in the European exchange. . This administrative unit is also responsible as local Public Transport authority and represented in the regional PT authority ZVBN (Zweckverband Verkehrsverbund Bremen/Niedersachsen).

As a harbour city the economic development has always been linked to transport, trade and traffic. Bremen has shown initiative in the field of passenger and freight transport, in telematics applications and logistic as in innovative clean propulsion. The administrative body will also cover their responsibility as supervisory authority for Public Transport infrastructure and operation.

Bremen is an ambitious city in the field of sustainable transport. The modal split of the Bremen citizens shows a healthy share of about 60% for sustainable modes (walking, cycling, Public Transport). Taking the initiatives for innovative transport solutions and the European exchange activities into account, the community of the cities of the European CIVITAS

initiative made Bremen the “CIVITAS City of the Year” (2005). This award was handed out by Commissioner for Transport, Jacques Barrot on the occasion of the CIVITAS Forum, November 2005.

The Public Transport of Bremen has committed itself to be very handicapped friendly. Bus and tram stop are designed by taking the special needs of physically handicapped and also of visually impaired persons into account. The vehicles have an information system with visual and auditive information. All busses and trams of the local PT operator BSAG have a special lift at the front door to allow access for heavy wheelchairs without further assistance.

Bremen is actively involved in European projects – and also in International networks. From its inception, the City has been a member of the European network Car Free Cities (CFC – now integrated in EuroCities Transport Committee) Bremen is also very active in ICLEI (also in the Management) and in the Climate Alliance.

Bremer Straßenbahn AG

The Bremer Straßenbahn AG (BSAG) was founded an 28th March 1876 as a public transport association. It is a publicly owned stock corporation.

The most important operation and transport performance data can be summarised as follows. The Bremer Straßenbahn AG carries about 270,000 persons per day on 8 tram lines and 40 bus lines. It has 130 trams and 270 busses for this purpose. In addition the BSAG has 2 tram lines and 8 bus lines operating in the night network. The tram line network covers 65 kilometres.

The main tasks of the BSAG can be summarized as follows:

- Co-ordinate and optimize of transport systems supply (light rail transit, bus),
- Elaborate and optimize the line routing of urban light rail and bus routes,
- Develop and standardized timetable co-ordinated by all public transport companies,
- Undertake the passenger information and service (e.g. timetable information, transfer conditions),
- Propose and co-ordinate the tariff and fare system, and

Prepare and elaborate concepts for marketing, advertising and public relations.

ATP – Public Transport Agency of Emilia Romagna

According to the national law 30/98 the Emilia-Romagna regional Government has competence for the regional mobility budget, former national roads, the road safety observatory, regional rails and railways services, urban and suburban public transport, urban sustainable mobility and logistics. **ATP, that is Emilia-Romagna’s Agenzia Trasporti Pubblici (Public Transport Agency)** was created in 2001 after the regional public transport reform law was approved. It is responsible for regional railway services regulations and investments, local public transport, urban mobility funding and implementation monitoring in relationship to services quality, environment, safety and traffic congestion. In details, the Agency’s mission deals with regional rails authorisations, regional and local railways services contracting and agreements, operational and investment subsidies management, guidelines for local bus service planning, public transport and local mobility agencies funding, railway and bus services monitoring both on quantity and quality levels, regional administration’s staff mobility management. ATP is also responsible for urban mobility, specifically for car fee-

parks, cycle lanes, restricted traffic areas and the implementation of sustainable mobility measures. The buses and tramways service sector, which is supervised by ATP, is made of 9 local mobility and public transport agencies, i.e. one for each provinces, 9 public transport companies responsible for urban and suburban transport, 46 private companies which cover 20% of the service; by means of 3,384 buses and around 5,166 employees, it produces over 114.1 million Km/year service and, through ATP, it receives 210 million euro/year operational subsidies together with 585 million euro subsidies for investments from the regional Government. While the railway sector (13.1 millions km/year service by means of 500 regional trains per day on the national railway net, plus 2.5 million km/year service by means of further 300 trains per day on the regional net) gets, through ATP from the regional Government, over 105 million/year subsidies to operational costs. ATP also supports Emilia-Romagna regional Government's participation in Civitas Forum, Polis (the European association of regions and cities), CCRE/ CERM (the Council of European Regions and Municipalities), Federmobilità (the Italian association of regions and cities chaired by the Emilia-Romagna's Transport Minister Alfredo Peri).

Gatubolaget, Technical service in Gothenburg

Gatubolaget is a municipal company. Technical service is a department working with cars and, distribution. We have today about 2300 vehicles, which we serve in our own workshop. About 1000 of them are CNG vehicles, so our mechanics have a unique knowledge in this area. Our aim is to increase the number of environmentally friendly cars to 90 % within a couple of years. Our cars are used mainly by municipal companies and administrations in Gothenburg, but we also cooperate with municipals nearby. We also serve several of the municipal companies and administrations with post- and food deliveries etc. These deliveries are also sometimes used by municipals nearby. The cars used for this purpose are 100 % CNG vehicles.

8.2 List of most Relevant Projects (max. 1 page per organisation)

ISIS

Relevant projects in sustainability and environment:

- ✓ 2006-2009: EU DG TREN, Partner of **BIOGASMAX**, Biogas as vehicle fuel–Market Expansion to 2020 Air Quality
- ✓ 2006-2008: EU DG TREN, EIE Program, Partner of **SPICYCLES**, Sustainable Planning & Innovation for Bicycles;
- ✓ 2006-2008: EU DG TREN, EIE Program, Partner of **START**, Short Term Action to reorganize Transport of goods;
- ✓ 2005–2008: EU DG RESEARCH, Coordinator of **THRESHOLDS**, Integrated Project on Thresholds of Environmental Sustainability;
- ✓ 2000-2004: EU DG TREN Partner of **PROGRESS**, Pricing Road Use for Greater Responsibility, Efficiency and Sustainability in Cities;
- ✓ 2002-2005: EU DG RESEARCH, Principal Contractor of **PLUME**, Planning and Urban Mobility in Europe, consisting in a “thematic network” to be carried out in the framework of the specific research and technological development programme/specific research and training programme “Energy environment and Sustainable Development”;
- ✓ 2003-2005: EU DG TREN: Coordinator of **BEACON**, Thematic Network, Building Environmental Assessment Consensus on the TEN-T;

- ✓ 2000-2003: EU DGXII Coordinator of **TRANPLUS**, Transport, Land Use and Sustainability – Task 4.4.1 of the City of Tomorrow Key Action – Identification of best practice in the organisation of land use and transport measures in order to reduce car dependency in European cities and regions and promote economic, social and environmental improvement;
- ✓ 2000-2002: EU DG TREN, Partner of **CUPID**, Thematic Network on urban transport pricing;
- ✓ 2001 - 2003: EU DG XII Partner of **ASTRAL** (Achieving Sustainability in Transport and Land Use);
- ✓ 1999-2000 : E.U. D.G. VII, Partner and Scientific Co-ordinator of **TRANSLAND**, research study on the integration of Land use and Transport planning.

Relevant projects in energy related issues:

- ✓ 2004-2008: EU DG TREN, Coordinator of **NEEDS**, Integrated Project on New Energy Externalities Development for Sustainability;
- ✓ 2002-2004 EU DG TREN SAVE Programme: Partner of **BESTRANS** Benchmarking of Energy and Emission Performance in Urban Public Transport Operations;
- ✓ 2000-2001: EU DG TREN – SAVE Programme: **RUBENS** Project (Rational Use of Energy in Urban public transport). Analysis of Best practice, development and dissemination of a best practice guide for UPT companies in Europe;
- ✓ 1992-2001: E.U. D.G. XVII - SAVE Programme (several successive projects): Design, development and implementation of a data base **MURE** - Mesures d'Utilisation Rationnelle de l'Energie of energy saving measures and policies in all member countries, and an interactive simulation model for cost/benefit analysis of potential energy savings.

Relevant projects in monitoring, benchmarking and awareness raising in urban areas:

- ✓ 2004-2006 EU DG RESEARCH : Coordinator of **RAISE** Raising citizens and stakeholders awareness, acceptance and use of new regional and urban Sustainability approaches in Europe;
- ✓ 2002 - 2006: EU DG TREN, Principal Contractor of **METEOR**, Monitoring and Evaluation of Transport and Energy Oriented Radical strategies for clean urban transport, to be carried out in the framework of the specific programme for Research and Development and demonstration on Competitive and Sustainable Growth;
- ✓ 1998-1999: E.U. D.G. VII (General Directorate of Transport), Partner of the **Pilot Benchmarking** Project on Urban Transport - Methodology and application to 15 European Cities.

Nantes Metropole

Relevant projects in transport and mobility management:

- **OPIUM** (1996-1998 : bus priority system research)
- **CAMPARIE** (1995 : passenger and public information and communication),
- **BENCHMARKING** (1998–2000 :benchmarking on practices of public transport)
- DGXVII 4th FP **JUPITER2** (97-99) :CNG bus fleet large scale implementation)
- **TAPESTRY** (2001-2003)transport information and campaign),
- **VIVALDI** (FP5 Civitas programme 2001-2005): promotion and introduction of new concept of access restriction and the development of credible alternative to private car, reinforcement of global policy on clean energies (purchase of CNG buses to renew the fleet, equipment of depot with a CNG refuelling station)... Nantes Métropole is sharing its approach and its experience in public transport through a major project involving 4 more great European cities (Bristol, Aalborg, Kaunas and Bremen) looking into more environmentally-friendly methods of transport for towns and cities.

Moreover, Nantes Métropole was selected as the last city to host the Final Conference of CIVITAS 1 and the Civitas forum in 2005. Nantes Métropole rose to the challenge of

organising such an important event and made it a great success with the participation of Mr Barrot, European Commissioner in charge of energy and transports.

SEMITAN

Since the 4th FP, Semitan has been actively involved together with Nantes Métropole Urban area in European research and demonstration programs . Alongside research project on bus priority systems (OPIUM 96-98), information and communication impacts (Camparie, Tapestry), or benchmarking processes (DG VII), SEMITAN has also been a major technical partner in clean fuel experimentation and large scale implementation of CNG bus fleet.

▪ DGXVII 4th FP JUPITER2 (97-99)

Within this demonstration project Nantes District and Semitan demonstrated two major ideas : ecological fleet with the equipment of a radial bus line running through city centre with CNG buses and implementation of a concept of pilot circular bus line in connections with the tram network. The local objectives were to improve quality of life and reduce polluting emissions as well as to achieve modal shift from private car to public transport by maintaining a good image of the bus network.

Gas fleet process in Nantes has been accelerated thanks to Jupiter 2. Initially three CNG buses were planned for the trial, and at the end of Jupiter 2 10 buses were operating in Nantes.

▪ Vivaldi (6 th FP Civitas programme 2001-2005)

Vivaldi project, enabled Nantes urban area and Semitan to implement the clean fuel strategy on bus fleet at a very large scale. 161 standard and 30 articulated CNG buses were purchased and put in operation during the period. A new CNG fuelling station has been implemented to meet the needs for this new fleet. Currently more than half Semitan bus fleet is operated with CNG buses. Semitan gained a thorough experience in the CNG operational side.

City of Bremen – BSAG

Organisation	Acronym	Full name of project	Programme & DG	
BREMEN +BSAG	Vivaldi	Visionary and Vibrant Actions through Local Demonstration Initiatives CIVITAS project with demonstration measures for clean urban transport (2/2002 – 1/2006)	CIVITAS	DG TREN
BREMEN +BSAG	ZEUS	(Zero and Low Emission Vehicles in Urban Society / 1996 – 2000), Thermie demonstration project for energy efficient urban transport	Thermie	DG TREN (XVII)
BREMEN	MOST	Mobility Management Strategies for the next Decades Development of tools for mobility management (for leisure edutainment centre) 01/2000 - 12/2002	FP 5	DG TREN
BREMEN +BSAG	moses	Mobility Services for Urban Sustainability (moses)- research and demonstration project about Car-Sharing (2001 – 2005)	FP 5 / KA City of Tomorrow	DG RTD
BREMEN +BSAG	INTERCEPT	INTERmodal Concepts in European Passenger Transport	FP 5 Transport	DG TREN + INFSO

Organisation	Acronym	Full name of project	Programme & DG	
		Telematics projects for intermodal applications (e.g. eTicketing; passenger information etc.) (1998 – 2000)	RTD & T-TAP	
BREMEN	TOSCA	Technological and Organisational Support for CarSharing (transfer of knowledge about Car-Sharing – application of telematics) 2000-2002	IST	DG INFSO
BREMEN	TARGET	Transport Awareness – Regional Groups for Environmental Travel (Interreg NorthSea project about awareness and travel information) phase1: 1998-2001 phase 2: 2001-2004	Interreg IIA/IIIB	DG REGIO
BREMEN	SUGRE	Conversion into Sustainable Urban Green Fleets Ongoing project about awareness for converting fleets into green fleets (start 1/06, duration until 12/2008)	Intelligent Energy - Europe	DG TREN
BREMEN +BSAG	MoCuBa	Mobility Culture in the Baltic Sea Area Interreg BSR project about the “emotional factors” in travel decisions see www.mocuba.net (start 01/06, duration until 12/07)	Interreg IIIB BSR	DG REGIO
BREMEN	BUSTRIP	Baltic Urban Sustainable Transport Plans and Implementation Projects -BSR Interreg project about ‘sustainable urban transport plans’ as described in the Thematic Strategy for the Urban Environment (start 07/05 – 12/07)	Interreg IIIB BSR	DG REGIO

ATP

Within the European **Thermie program** Emilia-Romagna has joined in the implementation of two projects linked up with urban mobility and public transport.

The first one, namely the **VESTA** project, had to do with energy consumption optimisation in a public transport net through the realization of a centralized service control system and was carried out in partnership with Enea (the State owned national research institute for renewable energies) and ATC (Bologna’s public transport company). It started up in 1991 and ended in July 1997.

The second one, called “**New urban CNG vehicles**”, began in 1992 and finished in December 1997. The Ravenna’s public transport company ATM has participated in realising and testing some CNG buses on the road.

As a follow-up of the “**Citizens’ Network Benchmarking Initiative**” (CITNET) project, which was realised from 2001 to 2002, ATP has joined in the EU (DG TREN) project “**Urban Transport benchmarking Initiative 2003-2005**”, aimed at comparing figures and trends of urban mobility and public transport in European regions and cities.

8.3 Resources Foreseen

- **Breakdown of the human resources foreseen by each participant:**

ISIS

Staff category ^a	N° of hours planned to be	Direct hourly rate per staff	Indirect hourly rate
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	dedicated to the project	category in EUR	per staff category in EUR ^b
Senior Scientist	1.024	80,72	26%
Senior Researcher	2.095	55,3	26%
Junior	1.752	30,73	26%
Total			

Name of key personnel	N° of hours planned to be dedicated to the project
Andrea Ricci	1.024
Mario Gualdi	700
Silvia Gaggi	700
Stefano Proietti	695
Irina Rachieru	1.752

Nantes Metropole

Staff category ^a	N° of hours planned to be dedicated to the project	Direct hourly rate per staff category in EUR	Indirect hourly rate per staff category in EUR ^b
General Director	80	58,60	7%
Senior Expert	350	49,70	7%
Expert	1.138	36,21	7%
Attaché	128	25,41	7%
Secretary	210	16,42	7%
Total			

Name of key personnel	N° of hours planned to be dedicated to the project
General Director, Philippe Marest (cv missing) and MR Durand put under this category regarding his salary	80
Senior expert Eric Chevalier André Herbreteau	350
Expert Damien Garrigue Géraldine Sorin	1138

Attaché Nicole Rabu	128
Secretary Transport department assistants	210

SEMITAN

Staff category ^a	N° of hours planned to be dedicated to the project	Direct hourly rate per staff category in EUR (2006 value)	Indirect hourly rate per staff category in EUR ^b
Senior experts	580	73.75	17.3
Experts	2.795	49.30	11.6
Junior experts	1.021	33.72	7.7
Total	4.396		

Name of key personnel	N° of hours planned to be dedicated to the project
Senior experts	
Alain Boeswillwald	80
Marc Doizon	250
Pascal Leroy	250
	580
Experts	
Christine Lassalle	600
Philippe Bègue	800
Jean Marie Farges	600
Michel Mazoue	795
	2795
Junior experts	
S. Audrain	550
M Baron	471
	1021

City of Bremen

Staff category ^a	N° of hours planned to be dedicated to the project	Direct hourly rate per staff category in EUR	Indirect hourly rate per staff category in EUR ^b
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Senior Expert	540	47.60	25.50
Expert	540	30.80	19.80
Total	1'080		

Name of key personnel	N° of hours planned to be dedicated to the project
Michael Glotz-Richter	540
N.N.	540

Bremer Straßenbahn AG

Staff category ^a	N° of hours planned to be dedicated to the project	Direct hourly rate per staff category in EUR	Indirect hourly rate per staff category in EUR ^b
Senior Expert	2.303	47.50	11.60
Expert	1.068	29.60	7.32
Junior Expert	787	22.30	5.62
Total	4.158		

Name of key personnel	N° of hours planned to be dedicated to the project
Yusuf Demirkaya	2.303
Georg Schindzielorz	1.068
N.N.	787

ATP

Staff category	N° of hours planned to be dedicated to the project	Direct hourly rate per staff category in EUR (2006 value)	Indirect hourly rate per staff category in EUR
Senior expert	300	71,43	14,29
Experts	2.699	35,71	7,14
Junior expert	620	21,43	4,29

Total

Name of Key personnel	Numbers of hours planned to be dedicated to the project
Bruno Ginocchini	300
Silvia Zamboni	900
Andrea Normanno	900
Fabrizio Melis	899
N.N	600
	3.600

GATUBOLAGET

Staff category ^a	N° of hours planned to be dedicated to the project	Direct hourly rate per staff category in EUR	Indirect hourly rate per staff category in EUR ^b
Project Manager	1.607	31	25
Manager	2.433	24	20
Total			

Name of key personnel	N° of hours planned to be dedicated to the project
Ove Erikson	1.607
Ingemar Larsson	2.433

▪ **Curriculum Vitae of the key personnel:**

ISIS

Andrea Ricci: Managing Director of ISIS. His key qualifications are Transport studies and information systems (sustainable mobility, transport pricing, social and environmental costs, quality of transport systems and services, transport modelling) and Government and Corporate Planning (Transportation, Energy, Environment). He co-authored the HLG paper on “Evaluation of the Environmental Costs of Transport. He participated and/or co-ordinated several EU Transport related projects, among which: NEEDS, Integrated Project on the assessment of the externalities of the energy production cycle; RECORDIT, Real Cost Reduction of Door-to-door Intermodal Transport. Methodology for real cost calculation, application to three major TEN-T corridors, development of a Decision Support System for the impact simulation of intermodal promotion policies; METEOR, Monitoring and Evaluation of Transport and Energy Oriented Radical strategies for clean urban transport, to be carried out in the framework of the specific programme for Research and Development and demonstration on Competitive and Sustainable Growth; MC-ICAM, implementation of Marginal Cost Pricing in transport – Integrated Conceptual and Applied Model analysis; IMPRINT-EUROPE, implementing pricing reform in transport effective use of research on pricing in Europe; CUPID, Thematic Network on urban transport pricing; PROGRESS, Pricing Road Use for Greater Responsibility Efficiency and Sustainability in Cities; UNITE, Unification of accounts and marginal costs for Transport Efficiency; CAPRI, Concerted Action on Transport Pricing Research Integration. QUITTS, a methodology for the evaluation of the quality of transport systems and services; the Pilot Action for the Benchmarking of Urban Transport Systems; INFREDAT: Intermodal Freight Data. Design of a European database on intermodal freight data. Costs and benefits of the database implementation; the EU (DGVII) CANTIQUÉ project, Concerted Action on non-technical measures and their impact on quality air and emissions; of REFORM: Research on Freight Platforms and Freight Organisation, Internal Design, Functionalities and Additional Facilities of Freight Centres; the QUATTRO Project, on the quality of Urban Public Transport; ESTEEM - European Scenarios on Transport Energy Environment for Metropolitan areas EU FP4, DG XII, Joule.

He served as evaluator of Transport RTD proposals within the 3rd and 4th Calls for Tenders of FP4 (Road Transport, Strategic Transport and Urban Transport) EU, DG VII.

Mario Gualdi: holds degrees in Political Science from LUISS (Rome, Italy), and in City and Regional Planning from Cornell University (Ithaca, NY, USA). His professional experience includes project procurement and management for a US based consulting firm working with various international organizations (World Bank, Inter-American Development Bank, and International Monetary Fund), and export management for an engineering firm based in Germany. He joined I.S.I.S. in 1999 and became partner in 2000. He has since been involved in FP5 and FP6 research, demonstration and evaluation projects focussing on transport, energy and land use, among which: COST 332 Action, TRANSLAND and TRANSPLUS (transport and land use integration); CUPID and PROGRESS (urban road pricing demonstrations and evaluation); MARETOPE (regulation and organisation of local public transport systems); PLUME (land use and mobility planning). He is currently involved in the CIVITAS Initiative through the project METEOR (technical support, evaluation, monitoring and policy recommendations). He is also actively involved in the development and operation of web-based management applications.

Silvia Gaggi graduated in International and Diplomatic Science at the University of Trieste in 1995 and took a post graduate degree in European Studies at the Catholic University of Louvain la Neuve, Belgium, in 1996. During her experience as coordinator of the network Access/Eurocities (Brussels), association of European local authorities promoting sustainable urban transport, she acquired a strong experience in project and communication management as well as policy influencing in the mobility field both at European and local level. Her projects record includes: European Mobility Week, In Town without my Car! Day, EPOMM, TOSCA, MOST, BESTUFS, SMILE. She is now working for ISIS in the management of European research projects, including NEEDS, RAISE and METEOR.

Stefano Proietti holds a degree in Political Sciences from University La Sapienza (Rome, Italy) and a European Master in Environmental Management (EAEME). His professional experience includes employment at Brussels Institute for the Management of the Environment (IBGE) in the frame of the Information Society DG's project Ernet (European Recycling Network), a traineeship at the European Parliament (Committee on the Environment, Public Health and Consumer Protection) in Brussels (follow-up of legislative dossiers) and a traineeship at the Association of Cities and Regions for Recycling (ACRR) in Brussels (study on competencies of local authorities on taxes and tariffs for waste collection). At ISIS he has been contributing to several research and consultancy projects, like TRANSPLUS, MARETOPE, METEOR, CUPID, PROGRESS, BEACON, INTEGRATED SERVICES, INDIC.

Irina Rachieru: is ISIS staff member. She holds a degree in tourism. Since 2000 she is involved in various ISIS projects for the European Commission and her professional experience includes activities concerning project administration and the organisation of the workshops at the national and international level : RECORDIT project – Final Conference – European Parliament - Brussels, December 2000; ASTRAL project – 1st Dissemination Workshop - European Parliament – Brussels, January 2001; E-GRISD project technical meeting – Brussels, 2000, 2001; TRANSPLUS project technical meetings : Malta (2002), Bratislava (2003), Romania (2003); TRANSPLUS project Final Workshop – Bratislava, 2003.

NANTES METROPOLE

Mr Camille Durand,

Mayor of the city of Saint-Jean de Boiseau since 1977, 1st Vice-President of Nantes Metropole, in charge of finances, general affairs, urban transport organisation and international cooperation.

Membership of the first Policy Advisory Committee of the CIVITAS Initiative.

President of Amorce, (local communities association for a good west and energy management) since 1995.

Ms Nicole Rabu

Master in public law, specialisation in urban planning law;

Post graduate degree “National and international political societies”

She is working since 2001 as project manager in the Cabinet of the President of Nantes metropole for the transport and waste policies and for the international cooperation.

Mr Eric Chevalier

Mr Chevalier is an economists’ engineer, graduation in Urbans’ General Management (ESSEC).

After 15 years of public transport experience with public transport operator in several towns in France as director of operations and studies and general director, he joined communauté urbaine de Nantes in 1999 to manage the public transport contract with SEMITAN, and work about public transport networks’ development. He is involved in benchmarking European project. He is the scientific co-ordinator for Nantes’ Vivaldi project.

Mr Olivier Sorin

Graduate master in town planning in the late 90’, Olivier Sorin was studies officer in Mayotte (French territory, Indian Ocean) in 2000. Since 2001, he has been working as a mobility and soft measures project officer in Nantes Metropole and he is Vivaldi’ local manager and specially in charge of the launch of a car-sharing service for the conurbation in the Mobility department.

Ms Géraldine SORIN

Civil servant, Post graduate degree "cities and territories", master degree in public law, master degree in private law. Géraldine Sorin worked 4 years in land and territories planning and regional funds.

She is now involved in European projects proposals (Civitas 1 : day-to-day contact, REVIT under Interreg III B ENO, ACT2 – CONCERTO Initiative), management of European funds, European networks (Eurocities...) and relations with the different internal departments and local stakeholders engaged in European projects processes.

She is now working in the European and international affaires department of Nantes Metropole.

André HERBRETEAU

Deputy director of Collective transports and parking department. 57 years old, after graduating in history (licence and master) and law (DEUG Droit), André worked 6 years for the city of Nantes (1973-79) as officer in charge of the transfer of competences (drainage, fire security, travellers, public transport, taxis...) between local authorities and a new administrative authority (future Nantes Métropole)

In 1979, he worked on public transport infrastructure development, organisation, implementation and management of the urban collective transport network, within the different technical and administrative structures (local transport organisation authority :SITPAN (1979), SIMAN (1982), District (1992), Communauté urbaine (2001).

Through its previous responsibilities, he gained a substantial experience in the field of public transport, is now in charge of the overall coordination of the collective transports and parking department supporting Eric Chevalier.

Damien Garrigue

Nantes Metropole Bus projects manager

Studies: Civil engineer of Ecole Centrale Nantes

Previous jobs: Civil works engineer (viaduc works) in Hong-Kong and Rio de Janeiro

Transit-mobility engineer for the municipality of Versailles (France)

Car parks project manager in Borbeaux Métropole during two years 2000-2002 (France)

SEMITAN

Alain Boeswillwald (57) Director general

After graduating from Engineering School «Centrale de Nantes », Alain BOESWILLWALD stayed two years in the school as the assistant for the mechanical laboratory.

From 1973 to 1989, he is study assistant at CÉTÉ de l'Ouest (equipment ministry service), where he becomes nationally famous for his works on city mobility.

Passionate by mobility and transport questions, he integrates SEMITAN in 1990 where he is in charge of general studies, then operating director in 1991, followed by director of the marketing and development service. In 1997 he becomes deputy chief executive and director general two years later. He is now at the head of a 1500 employees company, managing the longest tram network in France.

Marc Doizon (55)-Operations and maintenance Director

Jointly with his graduation at Engineering School “Centrale de Nantes”, Marc also qualified as an urbanist. He started his career in 74 as a transport engineer in a research company. Five years later he was named as study and development engineer in Semitrat, the Tours urban transport network. His skills and interest for transport quickly drove him to higher positions both in urban and interurban transport as well as city logistics management. From 1982 to 2002 became successively Development Director for Progecar in Pierrelatte (26), operating manager for Onyx in Paris, activity Director for Grandjouan group in Nantes, Director general of interurban Transdev company in Saône et Loire. In 2002 he joined Semitan as operations and maintenance Director, at the head of 1000 drivers, 200 technical employees, 100 trams and more than 300 buses.

Pascal Leroy (42) Commercial Director

Graduated in 88 from Lille business school (ESC, marketing option), Pascal started his career in the car industry. He successively developed advertising and marketing actions on this

market for Fiat France (88-91), Eurocom -Peugeot account- (91-93) and Kawasaki France where he started as sales promotion manager and left as the sales and marketing manager for all products lines. He joined Semitan in 2002 where he holds the Commercial Director position. Managing 60 persons of which 9 engineers, his mission is centred on traffic and revenue growth (+15% within the last three years) through improving supply and modernizing sales processes. His car industry knowledge drove him to take the lead on the future Bus Way vehicle design, liaising with industry designers and manufacturers. Pascal is coordinating Semitan commercial ,supply, and European projects orientations in direct liaison with Nantes Metropole transport department.

Philippe BEGUE (40) –Bus fleet manager

After graduating as mechanical engineer at Institut Catholique des Arts et Metiers , Philippe started as a production unit manager in mechanical industry
Since 1997 he is bus fleet manager at Semitan urban transport operator in Nantes . Head of technical department (80 people spread over 3 workshops), he supervises a fleet of 330 busses and 65 company cars and is in charge of preventive and curative maintenance. He provides recommendation to Nantes Metropole in terms of fleet evolution or renewal policy.
He gained a substantial experience in the field of CNG question, from the analysis of alternative fuels in France (1997), to the project management for the experimentation programme (10 buses running in 2000 (Jupiter 2 project) . He also organised the large scale implementation of CNG buses in the framework of EU DGTREN Civitas programme : 191 CNG buses operate in 2005 on 2 depots. Philippe is also participating the AFGNV association.

Jean Marie Farges : (42) Head of the overall maintenance department (bus-tram and facilities),

Jean Marie graduated from ENI (Ecole nationale d'ingénieurs) in Belfort in 1987. He started with a production management service for SKF company. From 1990 to 1995 he took the responsibility of the production unit for gas central heaters at Saunier Duval, where he also was in charge of the quality processes. He joined Semitan in 1995 as the tramway technical manager became head of the overall maintenance department five years later. Jean Marie is at the heart of Semitan CNG fuelling questions. He conducted the implementation of the new CNG station for the 100 buses in the course of Vivaldi project, follows all contracts related to the fuel procurement and station maintenance, participated the attempt of CNG joint procurement with Transdev, is directly involved in current ISO quality procedures and acts as the main interlocutor with CNG providers.

Michel Mazoue :(46) Procurement department manager

Michel has a double profile of ingeneer and economist. He graduated in 1986 from the superior school of topographers and geometers, and in 1987 from the Enterprises Administration Institute in Lyon where he passed a DESS diploma .He joined SEMITAN in 1988 as the stock manager and participated to the implementation of the computer assisted stock management. He soon became in charge of all market procedures for the tram works implementation, in Semitan development department, acting in the name and for the account of local authority, from the administrative side to the financial follow up. This led him to finally hold the position of procurement manager for the entire company, within the financial and administrative direction . Michel is in the heart of public market procedures, and also controls large procurement needed by different SEMITAN services. He works in close links with Nantes Metropole juridical or transport services and has a confirmed experience in fleet procurement.

Christine Lassalle (47) Marketing and European project manager

After graduating in economics and marketing in Nantes business school (ESC, international marketing option), Christine worked 7 years as marketing research assistant for the first regional bank. She joined Nantes public transport operator Semitan in 91 as marketing department manager, where she implements operational communication actions and marketing research surveys. Her qualifications both in transport marketing and English drove her to conduct diverse expertise missions for Transdev group, among which one in Melbourne network. Since 95, she also manages European projects for Semitan. She has acquired a proven experience in co-ordinating, implementing actions and producing required material for Opium, and Camparie, (DGVII), Jupiter 2 (DGXVII), Tapestry and Vivaldi (Dg Tren).

City of Bremen

The responsible person for local project co-ordination will be **Mr. Michael Glotz-Richter** – Senior Project Manager in the Bremen City-State Department for Building and Environment. He holds a Diploma in Urban and Regional Planning of the Technical University in Berlin, with a special focus on transport and environmental issues. He and his team have a lot of experience through the Bremen contributions within the Thematic-Targeted Project ZEUS, of the DG XVI Interreg-IIc-project TARGET, in the DG XIII / GD VII Intermodality- research projects INTERCEPT and MOST– part of the DG VII strategic field of the European Platform of Mobility management (EPOMM) and the IST-take up measure TOSCA. He has been the European co-ordinator of the European research project MOSES (Mobility Services for Urban Sustainability) within the key action “City of Tomorrow and Cultural Heritage”. He and his team coordinated the Bremen contribution to the CIVITAS project VIVALDI.

As ongoing projects in the field of sustainable mobility, there are the Interreg BSR projects MoCuBa (Mobility Culture for Baltic Sea Area) and BUSTRIP (Baltic Urban Sustainable Transport Plans and Implementation Projects) – dealing with implementing the proposals of the EU “Thematic Strategy towards the urban Environment”. Synergies can be expected with the ongoing project SUGRE.

BSAG

Yusuf

He works at BSAG since 1992 and is responsible for planning, procurement and maintaining of the whole vehicle department. Quality control and cost benefit analysis build the basis for efficiency of the vehicle fleet. He studied mechanical engineering with a focus on energy management with additional qualification as technical business economist. He gained deeper experience in project- and quality management and works as evaluator for planning and implementation processes for maintaining garages for busses and trams. His position at BSAG is deputy works manager for the whole fleet sector.

Demirkaya

Georg

He works at BSAG since 1985 and is responsible for procurement of vehicles, technology, development and quality control for all vehicles (passenger cars, trucks and busses). He studied mechanical engineering with a greater focus on energy management. He was involved in the ZEUS project with the diesel-electric propulsion technology which were tested as prototypes during the project.

Schindzielorz

ATP

Bruno Ginocchini, ATP General Director

Bruno Ginocchini, a graduate in electrical engineering, is general director of Regione Emilia-Romagna's Public Transport Agency since 2001. After teaching and working for both private and public subjects, in 1985 he has been employed by Regione Emilia-Romagna. From 1995 onward he has been given responsibility tasks in the public transport and urban mobility sector and has largely contributed to the complex public transport reform process either on the regional and local administrations and companies level, and in relationship to the other regional administrations, the national institutions and companies, the EU bodies. He has published many – both scientific and popularized - articles on people and goods mobility. He has steered Emilia-Romagna participation to several European projects, such as Thermie '91 and Citizen's Network Benchmarking Initiative 2001. Since 2003 he regularly takes part in the CCRE/CERM mobility working group meetings and activities as representative of federmobilità (the above mentioned Italian association of regions provinces and cities).

Andrea Normanno, engineer

Andrea Normanno, a transport engineering graduate at the University of Bologna, has worked as a tutor at the DAPT, the architecture and territorial planning department. At the Rimini's public transport company "Agenzia Tram Rimini" he has operated in the public transport planning and management department. For three years he has worked at the urban mobility department with the Bologna's municipal administration dealing with transport planning. He now works at the Regione Emilia-Romagna's urban mobility and public transport Department as transport expert, dealing specifically with local public transport financing for technological, infrastructural and management measures, particularly relating to eco-compatible technologies.

Fabrizio Melis, account manager

Fabrizio Melis, account manager, after graduating in economics at the University of Bologna, has specialized in management control at the same University. For three years he has worked as management control assistant with the regional newspaper "il Resto del Carlino", where he looked after the development and implementation of the balance analysis and analytical accounting system. In 1999 he started to work with Emilia-Romagna's Regional Administration, precisely at the balance and accounts department. Since the beginning of 2001 he has been working at the public transport department dealing with Regione Emilia-Romagna's buses fleet monitoring and local public transport investments plans relating to buses fleet renewal and antiparticulate filters installation on the oldest buses.

Silvia Zamboni, journalist (in charge of ATP communication)

Silvia Zamboni, a philosophy graduate at the University of Bologna, is an environmental journalist. Currently she is a consultant for European projects and communication on good practices in urban sustainable mobility with the Regione Emilia Romagna. From 1985 to 1995 she has worked in both radio and television programmes with Rai, the Italian broadcasting corporation. From 1996 to 1999 she has been vice mayor for environment in the Bologna municipality. She has been member of the European Consultative Forum on the Environment and Sustainable Development of the European Commission. In February 2000 she has chaired the third European Sustainable Cities Conference held in Hannover. In 2005 she has participated at the final Plume Conference in Koeln. She is co-author of a book on best practices in urban and regional anti-greenhouse effect policies.

8.4 Declaration by the applicant