

European Technology Platforms Conference 2010

Workshop B2

Mobility: the Door-to-Door Strategy

Session 3, 11 May, 16h30 - 18h00

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Focus

The European population residing in urban areas has grown for decades. This trend is expected to continue in this century. It is estimated that 85% of the European population will live in urban areas in 2050. Congestion both inside agglomerations and in their access routes (by land, sea and air) is a consequence of this trend and other socio-economic factors. It is the source of tremendous environmental impact, excessive energy consumption and soaring economic costs. This is a key issue of the next white paper on transport policy, foreseen for 2010, and other policy initiatives. European Technology Platforms can play a valuable role in contributing to meet this challenge.

Introduction

An efficient transport system is vital for economic growth and employment in urban areas. However urban areas face particular transport challenges: congestion (which costs 1% of GDP annually), climate change (40% of CO₂ emissions in road transport are generated urban areas) and energy consumption. Urban mobility also involves health, safety and security concerns.

The green paper on urban mobility, published in September 2007, is the basis for a European policy on urban transport. The main challenges tackled by the green paper include greener and free flowing towns and cities as well as smarter, accessible, safe and secure urban transport. In September 2009 an action plan was adopted in line with the main messages of the green paper.

EU research on urban transport started in 1994 with Framework Programme 4 and continued through FP5 and FP6. Under FP7, transport research activities are supported both by DG Mobility and Transport in transport policy and DG Research in technology development.

The input of European Technology Platforms (ETPs) in defining the research areas of urban mobility has been very important to date. Two ETPs are directly related to urban mobility: ERTRAC for road transport and ERRAC for rail transport aspects. Links have been established between them and a task force on urban mobility has been created. As a result of its work, a Strategic Research Agenda was published.

But this might not be enough. The door-to-door strategy requires the involvement of other stakeholders. One of the objectives of the session will be to examine how ETPs such as ACARE and ITS-related platforms for example could coordinate with ERTRAC and ERRAC in their efforts to deal with mobility challenges.

2. Objectives

Overall objective

- Identify how cooperation in research and innovation cooperation across Technology Platforms and technologies can address urban mobility problems.
- Identify framework conditions that are important.

- Identify the stakeholders that need to be involved.

3. Examples of deliverables

- Research and innovation lines to be pursued
- Potential for cooperation in research and innovation, including stakeholders
- Recommendations for addressing the necessary framework conditions

4. Speakers

- **Sylvain Haon**, executive director of POLIS :
Socio-economic, spatial development aspects, innovation and deployment
- **Yves Amsler**, UITP representative in ERRAC
What are the research, innovation and deployment problems that need to be solved to achieve an energy efficient urban mobility?
- **Günter Lugert**, Chairman of EPoSS
What are the role the ETPs' respective technologies in developing possible solutions to achieve an energy efficient urban mobility?
- **George Giannopoulos**, Head of Hellenic Institute of Transport

5. Chair and Rapporteur

- Chair: **Thierry Van der Pyl**, DG INFSO Director
*Why an energy efficient urban mobility is important to achieve sustainable transport?
How can the door-to door approach contribute?*
- Moderator: **Santiago Kraiselburd**, member of EIRAC, Executive Director, Zaragoza Logistics Center
- Rapporteur: **Jean-Pierre Médevielle**, Deputy director INRETS, France and member of ECTRI

Panel discussion: moderator and speakers

What more is needed in terms of further research, innovation and demand-side measures?

*What modalities of interdisciplinary cooperation need to be explored?
How can they be implemented?*

Conclusion: chairman