**CALL FOR CITIES**

**Implementing innovative and green urban transport solutions**

***The European SOLUTIONS project on innovative and green urban transport solutions, is calling for cities from Europe, Asia, Latin America and the Mediterranean, to become involved in the project’s innovation activities as leading, take-up or training city.***

The **main focus** of the European SOLUTIONS project will be on the exchange between cities from **Europe, Asia, Latin America and the Mediterranean**. SOLUTIONS brings together some of the leading experts and city networks from these regions, aiming to foster knowledge exchange and boost the uptake of innovative sustainable urban mobility solutions through the further exploitation of existing knowledge.

The **mission** of SOLUTIONS is therefore to support the take-up of innovative sustainable urban mobility solutions in cities across the world by:

* **facilitating dialogue** and creating networking opportunities, while sharing experience on topics of common interest;
* **promoting European transport policy and urban transport solutions** offered by European cities and industry;
* **providing** **guidance and tailored advice** to city officials through specific implementation examples;
* **fostering future cooperation** on research and development;
* promoting **innovative platforms for knowledge exchange** between European cities and cities across the world.

The project will particularly look at solutions in the following **thematic areas**:

1. public transport
2. transport infrastructure
3. city logistics
4. integrated planning / sustainable urban mobility plans
5. network and mobility management
6. clean vehicles

More details on these thematic areas are provided in annex 1 of this document.

***Become a SOLUTIONS City!***

A wide range of cities will be involved throughout the different project phases.

The focus will predominantly be on ‘second-tier’ cities, rather than mega-cities.

The regions targeted in SOLUTIONS represent **different levels of maturity** in terms of experience with sustainable urban mobility related actions. This will be addressed by adopting different approaches for these regions.

**Cities can now apply to become involved in SOLUTIONS for one of the following categories:**

**Leading cities**

Leading cities from **Europe, Asia and Latin America** are willing through SOLUTIONS to share their expertise in the development and implementation of sustainable urban mobility solutions. They will also benefit from the mutual learning process and the knowledge sharing with other cities in the world within the context of SOLUTIONS.

**Leading cities in SOLUTIONS will:**

* provide input on successful innovative and transferable urban transport solutions they have implemented;
* share their expertise with take-up and training cities through knowledge-sharing events and input for feasibility studies.

**A budget is available to cover:**

* travel and subsistence costs for participation in a transferability workshop with thematic experts and feasibility study meetings with take-up cities;
* the cost of hosting two workshops to share local experiences on innovative transport solutions with potential take-up cities from other regions in the world.

**Take-up cities**

**Asia and Latin America**

Two cities from Asia (one from China and one from India) and two from Latin America (one from Mexico and one from Brasil) will be selected as take-up cities. These cities should show a real sense of commitment to assess opportunities for the transfer of innovative solutions to their context.

**Together with these cities, the SOLUTIONS team will:**

* explore options for the uptake of innovative sustainable urban mobility solutions;
* support implementation processes that have already started in the take-up cities;
* initiate the development of complementary measures.

**The feasibility studies at city level will:**

* develop packages of solutions building on existing, planned and potentially additional measures;
* test the economic viability and public acceptability of measures, assess costs and economic, social and environmental benefits;
* consider institutional and governance issues along with factors of success and barriers that may accelerate, delay or inhibit uptake, and thus, influence public acceptability of proposed solutions.

The cities to be selected for this phase in the project will be second-tier cities to ensure a high level of transferability to the large number of similar cities as opposed to the few first-tier or megacities in the world. These four feasibility studies will serve as showcases for the deployment and uptake of innovative sustainable mobility solutions in Asia and Latin America.

**Budget is available to cover:**

* travel and subsistence costs for participation in a transferability workshop with thematic experts, and feasibility study meetings with leading cities and experts;
* the cost of hosting two workshops to share local experiences on innovative transport solutions with other potential take-up cities in the region.

**Mediterranean countries**

For participating cities from Mediterranean countries (primarily Turkey, Israel, Egypt, Tunisia and Algeria), bilateral and multilateral exchanges and technical visits will be organised and opportunities for future research cooperation will be elaborated.

**The aim is to:**

* present experiences from the implementation of the selected solutions, including conditions for success and lessons from failures. These presentations will be given by experts involved in the thematic clusters;
* discuss the framework conditions of each participating city for the purpose of building a common understanding of current conditions as well as needs, priorities and gaps;
* incorporate inputs from local stakeholders, including city officials, transport authority representatives and the academic and research community;
* conduct a preliminary assessment of the transferability of the selected measures within the framework conditions of the city, their potential for success and challenges to be met in their implementation.

**Budget is available for**:

* selected city experts to provide input into the needs assessment process. It is also possible to participate in the training events mentioned below and get additional funding for that.

**Training cities**

Interested cities will be able to participate in several knowledge-sharing and capacity-building workshops in Latin America, Asia and the Mediterranean, focusing on successful examples of innovative sustainable mobility solutions from Europe, China, Singapore and Latin America.

One training course will also be developed per thematic cluster or package of thematic clusters. The training workshops will be combined with relevant events in Asia, Latin America and the Mediterranean.

**Budget is available to cover:**

* travel and subsistence costs of training cities participating in the SOLUTIONS knowledge sharing workshops and in the regional dissemination events organised by take-up cities.

***Eligibility Criteria***

Applicants can be any public authority with a competence in local transport (regions, public transport authorities or public agencies). NGOs working in a public service environment are also eligible.

Candidates applying as leading city should be based in Europe, Latin America, or Asia.

Candidates applying as take-up city should be based in China, India, Mexico, Brasil, or the Mediterranean (with priority for Turkey, Israel, Egypt, Tunisia and Algeria).

Candidates applying as training city should be based in Latin America, Asia or the Mediterranean.

Candidates have to duly complete the enclosed respective application forms to apply either as leading city, take-up city or training city.

For candidate take-up cities, the application form is only valid when accompanied by a letter of support signed by a local political representative (scanned copy).

***Submission***

The different application forms for leading, take-up and training cities are available here: <http://www.polisnetwork.eu/solutions-call-for-cities>

Send your completed application form by 30 September 2013 to:

Polis, Karen Vancluysen, kvancluysen@polisnetwork.eu

All applicants will receive an acknowledgement of receipt and will be informed about the outcomes of the selection. All city activities within the context of the SOLUTIONS project will take place between October 2013 and October 2015.

***Annex 1: SOLUTIONS Themes***

Below you find more details about the thematic area that the SOLUTIONS project is addressing:

1. **Public transport**

A high-quality, modern and energy-efficient public transport system that is well integrated with other modes is key to offering a fast and convenient alternative to the private car and creating an appealing urban environment. The stimulation of public passenger transport involves improved quality of service by means of introducing a set of measures in the fields of technology, organisation, integration and information. Clean and energy-efficient vehicle fleets contribute towards saving costs and emissions at the same time, the integration of demand-responsive or flexible services assists in matching the public transport systems to the user needs. A crucial point is also the integration of public transport with walking, cycling and other modes. Innovative organisational, financing and management schemes may assist in facing the challenges of scarce public funds and improving the efficiency of systems. For public transport to attract more users, it is necessary to improve security, safety and increase passenger comfort. Particular attention is also placed on the accessibility of mobility-impaired people, integrated ticketing, and public transport organisation, with substantial differences according to the scope of market structure, liberalisation or contracting.

1. **Transport infrastructure**

The transport infrastructure area will focus on infrastructure for public transport (tramways, bus lanes, passenger waiting and boarding areas), for soft modes (cycle routes, pedestrian facilities) and for urban freight systems. The development of improved passenger transport is highly dependent on improved infrastructure whilst continued efficient operations are reliant on adequate and timely maintenance. This element will also include better sharing of road space between guided vehicles (e.g. trams and guided buses) and bus lanes, as well as separate dedicated public transport routes. Considerations of noise and vibration will be also included. Walking and cycling could readily substitute the large share of trips of less than 5 km, which would lead to a reduction of greenhouse gas and noise emissions. Issues that will be looked into include: improving the quality and safety of infrastructure, design of cycle ways and pavements, parking spaces for bicycles, street furniture, pedestrian crossings etc. With regard to freight transport infrastructure, possible measures include loading areas, appropriate access control including signage, and other measures to improve productivity with reduced disruption for others.

1. **City logistics**

This thematic area will examine three main types of urban freight transport, i.e. the delivery and collection of goods for local companies, the supply of households which includes individual travel and home delivery, and more specific supply chains such as deliveries to public works and building sites, waste handling, maintenance of city networks, postal services etc. While freight is an essential factor for economic activity, it also imposes significant impacts on the environment and health of the most vulnerable residents, especially in cities of emerging countries. The main objective of city logistics is to effectively respond to freight requirements for the economy while decreasing the environmental and social impacts. Among the solutions that can be set up by public authorities are: regulations (traffic restriction, low-emission zones), transport pricing and taxes, transport planning and the development of infrastructure dedicated to urban freight (lorry lanes, delivery and loading spaces, urban consolidation centres). Private companies, if they derive internal benefit, can improve the fuel efficiency of their vehicles, increase their load factor through the consolidation of urban freight or improve the efficiency of home deliveries through collective delivery/pick up from point depots. Public authorities and private operators have to work together to define the best urban freight schemes.

1. **Integrated planning / Sustainable Urban Mobility Plans**

The Sustainable Urban Mobility Planning (SUMP) concept is strongly promoted by the EU and follows an integrated approach. It focuses on planning for the people’s needs of urban mobility and quality of life rather than putting a one-dimensional focus on motorised private transport. The characteristics of SUMPs are: a pledge for sustainability; the involvement of stakeholders and citizens in a structured collaborative process; the implementation of integrated packages of measures that build on different types of instruments like planning, technical measures, pricing, information etc.; process coordination regarding project timeline, spatial coverage and participating institutions; a focus on achieving measurable targets. SUMPs present an important step forward for existing practices by creating synergies and integrating sustainability targets in transport planning.

1. **Network and mobility management**

The network management thematic area will include Intelligent Transport Systems (ITS) as cooperative systems, transport and traffic management, congestion management, tolling and charging, public transport information systems and other public and individual user technologies and applications that support seamless connectivity and flexible travel, and enable and support multimodal mobility patterns and lifestyles.

1. **Clean vehicles**

The global vehicle fleet continues to be dominated by internal combustion engines and even under progressive scenarios this is likely to remain the case over the short to medium term due to the inertia of the vehicle fleet turnover and technology aspects that are yet to be solved to make alternative (in particular electric) powertrains fully competitive to internal combustion engines. However, there are a number of options to foster clean vehicles in cities, ranging from electric cars and two-wheelers (PEV, PEHV) to various other fuel switch options, such as CNG, LNG and biofuels. This thematic area will include clean vehicles in the broader sense and will include fuels and technologies that offer a substantial greenhouse-gas emission reduction and are readily available. This may also include other energy efficiency related options for vehicle fleets. Concerning CO2 emitted by energy consumption, SOLUTIONS will take into account the Well-to-Wheel phase to ensure sustainability of the solutions suggested for transfer. SOLUTIONS will consider the life cycle cleanness of the vehicle, including its infrastructure need.