EUROPEAN URBAN MOBILITY AND AIR QUALITY STUDY TOUR

12 - 21 JANUARY 2015

Report Study Tour

EU Project Promotion of Sustainable Urban Mobility in Third Countries

Commissioned by: European Commission, Directorate-General for Mobility and Transport (DG MOVE)

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1. **INTRODUCTION**

The European Commission has an on-going relationship with China inter alia on sustainable urban mobility as part of the high level EU/China Urbanisation Partnership\(^1\).

Sustainable urban transport development and improvement of urban air quality are widely acknowledged as key global challenges of the 21\(^{st}\) century, particularly in the developing countries. The Commission is actively working to improve citizens’ quality of life and strengthen the economy by promoting sustainable urban mobility and increased use of clean and energy efficient vehicles. By now Europe has a unique and widely respected experience on sustainable urban mobility planning.

The Commission wishes to share the European Union’s experience on urban mobility with stakeholders across the world. In this respect the Directorate General for Mobility and Transport (DG MOVE) of the European Commission has contracted consultants – to organise a study tour for Chinese experts under the project of “Technical Support of Sustainable Urban Mobility in Third Countries” in order to provide technical assistance to the Commission’s efforts to support sustainable mobility in China. The study tour took place from the 11\(^{th}\) till the 21\(^{st}\) of January 2015. The study tour was attended by Chinese experts from private sector and local / regional governments mainly from Southern China. The list with participants is added in annex 1.

During the tour 7 cities were visited during which in total 41 presentations and site visits were conducted. The list with presenters and organisers is added in annex 2. The presentations are available as pdf and can be provided on request. All presentations were submitted to the participants who used these for reporting and dissemination activities amongst colleagues and other stakeholders in China.

The study tour provided information on EU experiences with urban mobility planning and focused on:
- Presentation of main achievements;
- Selection of success stories and case studies presented by cities;
- Site visits to best practice projects;
- Thematic sessions on best practices and regional issues;
- Opportunities for assistance on Urban Mobility topics;

The expert speakers during the site visits were mainly local representatives, - experts and – stakeholders. The study tour covered a broad range of urban mobility topics and related site visits. The topics covered during the study visit were:
- Urban transport planning policy and air quality
- Walking and cycling
- Collective passenger transport
- Car and bike sharing
- Integration of transport modes/Intermodality
- Mobility management
- Clean and energy-efficient vehicles
- Urban freight/city logistics
- Traffic and demand management
- Access regulation

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Furthermore a reporter from Guangzhou TV joined the visit. He produced a news item about the study tour (https://vimeo.com/126118819). There were several news articles in Chinese journals about the need to focus more on non-motorized transport as a result of the study tour. The participants shared the knowledge within their own organisations, an (expanding and very active) online discussion group was set up and further meetings in China were organised where implementation of EU best practice projects in Chinese cities was discussed. The Chinese participants expressed that they welcome the related European experts to work more closely with Chinese government and related offices to quickly share and spread the European best practices to China and that they will invite the related experts to come to China to join the high level dialogues’ meetings or seminars.

Upon return in the respective Chinese cities, big interest was shown by related government officials and private sector experts in a next study tour to Europe. With the experience of the first study tour, participants inquired on the possibilities of inviting higher level officials from each city for the next study tour under this project.

The participants
The study tour was attended by Chinese experts from both the public and (semi) private sector; all involved in urban transport issues. The list with participants is added in annex 1.

The group consisted of:

- **Government representatives** of the Municipal City Urban Planning departments of the city of Fuzhou (2.1 mil.j.inh.), Nanchang (2.1 mil.j.inh.), the Station Construction&Management Center of Guangzhou(12.9 mil.j.inh), The traffic police of Yichang (4 mil.j. inh.) as well as the provincial government advisor of the Gaundong Province (79 mil.j.inh.).
- **Representatives of Government owned companies** from Guangzhou (Public Bicycle organisation and the Road Engineering Research Center), Wuzhou (2.9 mil.j.inh. the Municipal Housing, Urban & Rural Construction Commission) and Yichang (Hubei Yichang Bus Group).
- **Representatives of the private sector.** They are based in Southern China, but are working in the whole country. It concerned the Municipal Engineering Design & Research Institute (GMEDRI, Guangzhou, the Guangzhou Urban Planning & Design Survey Research Institute, the Shenzhen Urban Transport Planning Centre, the Shenzhen Metropolitan Transportation Planning & Design Institute.

In the following chapters more detailed information is provided on the program of the study tour (Chapter 2) and the feedback from the participants (lessons learned and experiences of the study tour) in Chapter 3. The fourth chapter contains short summaries of the presentations and site visits.
2. **PROGRAMME OF THE STUDY VISIT**

The participants arrived in Europe from China on Sunday 11\(^{th}\) of January and left on Wednesday evening 21\(^{st}\) of January. Transfer during the tour was done by touring car. There were in total 41 presentations and site visits. All power point presentations were submitted to the participants within a few days after they returned home, so they could directly share the information within their own organisations, prepare reports etc.

**Monday 12-1-2015, Brussels**  
1. Welcome by Magda Kopczynska (Director for Innovative and Sustainable Mobility, DG MOVE)  
2. Introduction on Sustainable Urban Mobility Planning in Europe (Mark Major, DG MOVE)  
3. Improvement of air quality in cities through reduction of transport emissions (Jan Cortvriend, DG ENV)  
4. Bike Sharing Experience Brussels, Frederik Depoortere (Brussels Regional Government, Cycle manger)  
5. Mobility Management & Mobility Workplace Plans, Sarah Hollander, (Brussels Environment – IBGE)

**Tuesday 13-1-2015, Ghent**  
6. Presentation ‘Gent Slim op Weg’, Wim Schuddinck (City of Ghent)  
7. Guided Walk City of Ghent

**Wednesday 14-01-2015, Antwerp**  
8. Urban Mobility Plan Antwerp, Rafael Myncke,(City of Antwerp)  
9. Walk through the City Centre with Stops 1) Suikerrui 2) Meirbrug 3) Operaplein  
10. Centraal Station Antwerp, Presentation and Guided Tour, Koen Van Lancker (NMBS)  
11. Bike Sharing Antwerp  
12. Cycling Tour Antwerp

**Thursday 15-01-2015, Rotterdam**  
13. Rotterdam World City, the Future of the Maritime Cluster, Martin Aarts (City of Rotterdam)  
14. The Rotterdam Mobility Agenda, Martin Guit, (City of Rotterdam)  
15. Central Station Rotterdam, Guided Tour by Marcus Edelenbosch en Ton Koevermans (City of Rotterdam)  
16. Guided Tour on Bike through Rotterdam by Warner Beumer en John Akkerhuis (City of Rotterdam)

**Friday 16-01-2015 Rotterdam / Amsterdam**  
17. Introduction Traffic Company Rotterdam, Aernout van der Bend (Verkeersonderneming)  
18. City distribution, Richard vd Wulp (City of Rotterdam)  
19. North – South Line Amsterdam, Margit Dokter (City of Amsterdam, information Centre North / South Metroline)

**Saturday17-01-2015, Amsterdam**  
20. Sustainable Transport and Mobility Management Amsterdam Arena Stadium, Marco Gerrese (Amsterdam ArenA Manager Public Affairs)  
21. Dynamic traffic Management, Daniel van Motman (City of Amsterdam)

**Monday 19-01-2015, Amsterdam / Houten**  
22. Zero emission City Logistics, Cargohopper Amsterdam, Peter Tjasma (Cargohopper)  
23. Amsterdam Transport Policy and Air Quality, Climate and Economy, Harry van Bergen (City of Amsterdam)  
24. PT- Bike sharing (OV- fiets), Herman Gillissen (Dutch Cycling Embassy)
25. Mobility Pass Management Policy, Mobility Marketing and awareness raising, Cees Oostrom (director), Victor van den Berg (dep. Director), Jochem Brons (Manager product Development)
26. Electric transport: policymaking, choice of charging locations, business models, Gerwin Hop (Over Morgen)

**Tuesday 20-01-2015, Utrecht**
27. Introduction on Utrecht and it's Mobility Policy, Mark Degenkamp (City of Utrecht)
28. The Utrecht Bicycle Program, Towards a Livable and Accessible City, Ruud Ditewig (City of Utrecht)
29. Parking policy in Utrecht, Rob Tiemersma (City of Utrecht)
30. Site Visit Beparking facility, Central Station Utrecht.
31. Site Visit Inner City Logistics on Water Utrecht: Beer Boat and Waste Boat
32. Site Visit Residential Bike Parking Service

**Wednesday, 21-01-2015, Aachen**
33. Official Welcome at the Town Hall, Mr. Marcel Philipp (Mayor of the City of Aachen)
34. Introduction and presentation of the electro mobility concept of the City of Aachen, Uwe Müller (Head of Mobility Management, City of Aachen)
35. Introduction to CIVITAS DYN@MO and its local activities, Dr. Georg Werdermann (City of Aachen)
36. Sustainable University Traffic, A sustainable mobility concept for the new campus area, Dr. Andreas Witte, (RWTH University)
37. Introduction to the Streetscooter concept, Win Neidlinger (Streetscooter)
38. Introduction to the Velocity concept, Tobias Meurer (Velocity Aachen)
39. Presentation Cambio Aachen, Roland Jahn (Cambio Aachen)
40. Presentation of the German Partnership for Sustainable Mobility, Mathias Merforth (Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH)
41. Study tour (with an 18m e-bus developed in Aachen), Bahnhof West, Mobilitätsstation, University Hospital, Campus Melaten (start-up factory and eLab in the centre for electric vehicle production)
3. **Feedback from the Chinese participants**

After their return to China the participants were requested to submit feedback on the study tour. The main questions were: What were the lessons learned? What was done back in China? What could be improved in the study tour programme? What was the media impact? The feedback on these questions is presented in this chapter. The individual comments are listed in annex 3.

*Some of the ideas and conclusions learnt from the EU study visit*

1. The timing of the study visit was very good. In China, the central government and key decision makers are now starting to realize the importance of promoting energy efficiency, clean energy, and the importance of dealing with environmental and pollution issue. We are looking for new ideas and to learn from good practices abroad. The lessons we learnt from Europe are highly appreciated. We should quickly share the information to other cities and stakeholders. We can speed up our efforts to promote sustainable transport and avoid many mistakes on sustainable transport policies.

2. We all got very clear impressions of the mobility policies in European cities, giving priority to pedestrians, cyclists, and low emission vehicles in city centre or restricted zones. There are so many good solutions to be found in planning and design, like colour pavements, rough surface for roads, signs, bollards, as well as in regulatory measure. The good policies, good planning, good design and facilities make the cities all very liveable and well organised.

3. We got very positive impressions of the good bicycle facilities in Netherlands and Belgium. Lessons can be learnt from all of the efforts to make it convenient and fast. It is useful to see how people are encouraged to use bicycles and that people are indeed using them even in winter and in very rich countries. Also in Aachen, from the future electric bike sharing systems, we learnt what we can do in China. European cities showed very good examples and best practices for our Chinese cities.

4. It was the right moment to have such a study visit, given the mobility and environmental challenges we are facing in Chinese cities. We learnt from the three countries on important elements in approaches to promote bike sharing and use of clean energy and electric vehicles, as well as on how to develop sustainable transportation policies to improve air pollution.

5. One of the best practices is particularly useful to us, dynamic traffic management. The big companies have to consider solutions to optimize transport for their commuting staff. Such solutions could include the provision of better public transportation solutions, the provision of bike parking near their office buildings and so on. We can definitely learn from this and also to develop regulations in Chinese cities that could support the implementation of such measures. We have learnt that there are effective methods to encourage the staff to come to work by more sustainable transportation modes and reduce car use.

6. The experiences and best practices from Europe also tell us that Europe was facing the same problems with traffic congestion and air pollution. EU transport policies have changed over time and evolved towards the use of an more integrated approach that also includes other policy domains with the aim to improve on air quality and cut back congestion. We didn’t know the related polices and the trip made us understand better and more systemically understand what EU did regarding city planning, mobility planning and environmental protection, policies and actions.

7. After we came back, the delegates still meet regularly. We already had two meetings with the other delegates to share thoughts and ideas on what lessons we can integrate in our work in 2015. Everybody said, even though many have been to Europe or had joined similar international study trips before, (some of delegates had in fact travelled to many countries before) that the study trip we took to Europe this time was indeed the most serious and very related to technical issues and policies, and we really learnt a lot which helps us think more and differently with regard to our own
sustainable transport and environmental development policies for Chinese cities.

8. We really think that the EU policy on environmental protection and health (i.e. air quality legislation) for all EU member countries will be an example for the creation of a new vision towards these issues.

**What we did upon return to China**

We set up a discussion group, starting with 19 delegates that joined the study visit. We created a public Wechat (= Chinese version of WhatsApp) group now, consisting of government officials, engineers, journalists, media, professors, covering 7 cities, called “Chinese Cities Public Transportation Observation Board”. We will have regular group activities, seminars, and disseminate best international and national practices, using the Wechat group. All members of the group will also spread the information to their contacts and other groups, so we can influence Chinese people involved in sustainable transport activities on a larger scale.

Mr. Wang Zechu, one of the participants, organised a discussion panel focussing on NMT (=non-motorised transport) improvements two days after coming back to China. The panel consisted of staff members from universities and some of the key decision board members. The meeting was already planned before the visit, but we integrated the results from this study trip into the presentations for this important meeting. Some of the delegates presented the key thoughts and best practices we learnt from the EU study trip. There was large media coverage, including the Guangzhou Daily.

After the EU study trip, Wang Zechu (Guangzhou City government advisor) organised a Wechat “City Discussion” a discussion group with 224 members including city planners, members of the Committee of the People’s Congress, technical engineers, journalists from newspapers and online news channel, and professors, etc. Regular discussion meeting and seminars are arranged by the organizers, to share ideas, suggestions and for discussion. This discussion group facilitates an exchange of ideas between various professionals working in the field of urban planning, design and management. Moreover the discussion forum does not only help urban development professionals the exchange ideas, it also provides a platform to communicate with a wider public on sustainable transport issues and people can also provide suggestions of how to improve urban transport.

Other dissemination activities undertaken after the field study include:

- We already had the first meeting with the Chinese People’s Political Consultative Conference Guangdong division, to formally set up our observation board on Sustainable Transport on 2nd March.
- Our study trip was reported on Guangzhou TV. [https://vimeo.com/126118819](https://vimeo.com/126118819)
- Some of the delegates wrote or made a power point presentation or study trip report and shared it to the people in their office or the people they linked.
- Two projects are initiated: an expansion of the bike sharing system in Guangzhou and NMT improvement demonstration project. Guangzhou City will implement these in 2015.

**Suggestions for next delegations**

1. The study trip was very useful to promote and share European expertise and best practices with Chinese politicians and urban planning and transport professionals. The following topics were particularly appreciated: mobility planning clean energy, electric vehicle technology, and city logistics management. In China, most lessons, guidelines and good practice examples in the field of urban development and sustainable transport planning are based on experiences from Japan and the US. Although the sustainable transport best practices and policies from the EU are very important, there are few sources of reference on these EU experiences available in China. Hence the study trip organized by EU was highly appreciated.
2. It is suggested to allocate more time for site visits, since the decision makers and engineers need to see and experience the city to have a deeper impression (maybe half day meetings and half day site visits) of measures implemented.

3. The presentations could be further improved by providing more background information, systematic links between different policies, regarding transport and environment at beginning of the study trip.

4. It is suggested not to repeat the same topics in all the cities included in a study visit to allow more efficient use of time and help delegates understand the differences between the different cities. For example, allocate different topics to different cities to show best practices.

5. More information could be provided on EU-financed projects in order to better understand the EU vision regarding sustainable transport development and the trends in Europe.

6. We welcome the European experts involved in the study visit to work more closely with the Chinese government and related public offices to quickly share and spread the European best practices to China. They will be invited to China to join the high level dialogues’ meetings or seminars.

**Media coverage of the study tour**

Related news links on NMT (non-motorized transport):

Regarding NMT improvements follow-up in Guangzhou after the EU study trip, find below the links from major newspapers, including: Nanfang Daily, Southern Metropolis Daily and Sina News Channel, News express Newspaper and Guangzhou TV.

- Huanan Discussion seminar on Sina.com: Equal road right, recover the city NMT system 2015-01-26  

- Nanfang Daily: Guangzhou pedestrian and bike lane got squeeze and should be recover the NMT system 2015-01-27  

- Southern Metropolis Daily: Improve the NMT system, bike lanes on Renmizhong Road. 2015-01-27  

  http://epaper.nandu.com/epaper/G/html/2015-01/29/content_3382299.htm?div=1

- News Express Newspaper: Guangzhou should recover the NMT system, and suggest Guangzhou to build special bike lanes. 2015-02-10  
  http://news.ycwb.com/2015-02/10/content_8877711.htm

- Delegates recommend Guangzhou to improve the accessibility of NMT system, improvement the connection of other transport systems and modal integration, intersection improvements and public bike expansion in the whole city area in order to solve the last-mile issues, etc., which can be learned from best practices in other cities such as European cities. For more information please refer to Nanfang Daily:  
  http://gz.southcn.com/content/2015-01/28/content_117248116.htm


- Xinhua News agent:  

- Bike Official website:  
  http://mp.weixin.qq.com/s?__biz=MjM5ODc2ODE0MA==&mid=202795426&idx=1&sn=9d2762459e013a74c6e267d2b7ea5ca9&scene=0#rd
4. PRESENTATIONS AND SITE VISITS

This chapter provides an overview of the presentations given and site visits conducted during the study tour.

Monday 12-1-2015, Brussels

In the morning the delegation visited DG Move.

1. Official Welcome by DG MOVE
Mrs. Magda Kopczynska (Director for Innovative and Sustainable Mobility, DG MOVE) officially welcomed the delegation on behalf of the Commission. She emphasised the good co-operation on urban mobility so far and in particular the EU/China Urbanisation Partnership. She also reminded that the 2015 "Horizon 2020" call on urban mobility (CIVITAS Demonstration projects) has been opened to Chinese partners. The importance of managing urban mobility in order to deliver economically and environmentally sustainable cities, especially in a rapidly urbanising country like China was also underlined. Before wishing the delegation a fruitful study tour.

2. Introduction on Sustainable Urban Mobility Planning in Europe
Mr. Mark Major (Team leader Urban Mobility, DG MOVE) gave a presentation on the European Sustainable Urban Mobility Planning policies. He focussed on the EU transport challenges, the EU policy goals and actions on urban mobility (best practice exchange, research and demonstration projects, and regulatory framework) and stressed the opportunities for cooperation between Chinese and European organisations within EU funded programmes like Horizon 2020. presentation 1.

3. Improvement of air quality in cities through reduction of transport emissions
Mr. Jan Cortvriend (Policy Officer from DG Environment) gave a presentation on improvement of air quality in cities through reduction of transport emissions. He presented the current air quality situation in European cities (in many cities values exceed WHO air quality standards (> 80%) and the high health costs of air pollution (€23 Billion/year EU wide and 400,000 premature deaths due to air pollution). Following reduced emission limits and other Euro X measures, the PM 10 transport problem gets under control. The problem lies with NOx emissions: Current diesel cars are the main cause of NO2 exceedance and are the main obstacle for reaching the standards set forward by the Air Quality Legislation. Member States claim they cannot comply just because of the Euro5/6 legislation: there is a large difference between the Euro X emissions in a ‘laboratory-’ and a ‘real driving situation’. A RDE (Real Driving Emissions) expert group composed of MS Member States, industry, experts & Commission started in 2011. They will develop a real world emission measuring method, design a vehicle test procedure and present a legal proposal for the application of this method. This proposal is expected in the first half of 2015. presentation 2.
Afternoon

The afternoon focussed on two Brussels best practices. Brussels is the capital and largest city of Belgium. It is also the largest urban area in Belgium, comprising 19 municipalities, including the municipality of the City of Brussels. Brussels has grown from a 10th-century fortress town to a sizeable city with a population of 1.1 million and a larger urban area (= including main commuting zones) of 2.5 million inhabitants. Brussels hosts the major political institutions of the European Union.

Villo – Brussels’ public bicycle

Mr. Frederik Depoortere (cycle manager from the Brussels Regional Government) presented the Brussels bike sharing system Villo (by 5000 bicycles, up to 400 stations. He focussed on the (open) tender procedure and business model (100% publicity-financed) the type of system. He presented figures (24/08/2014: almost 6 million rentals) and some conclusions (Villo = complementary to PT; Major problem = road safety; Publicity = visibility of stations and word of mouth; Weaknesses = bike availability and free poles). presentation 3.

4. Improvement of air quality in Brussels through Mobility Management & Workplace Mobility Plans

Mrs. Sarah Hollander (Head of the department parking and displacements of Bruxelles Environment – IBGE) presented the Brussels’ approach and main measures taken by the Region to improve air quality by Workplace Mobility Plans (1), Reduction of parking in office buildings (2), Green fleet management in public authorities (3) and Traffic measures in case of SMOG (4). She then explained each of these four measures. Presentation 4.

Tuesday 13-1-2015, Ghent

This day the City of Ghent was visited. Ghent is Belgium’s third largest city with about 247,000 inhabitants on an area of 156.18 km². Over the past couple of years, Ghent has become much more attractive after the city has made considerable efforts to curb the use of private cars, calm traffic in the city centre and improve bicycle mobility.

5. Gent Slim op Weg

Wim Schuddinck (Mobiliteitsbedrijf City of Ghent), presented the mobility plan ‘Gent: Slim op Weg’ of the City of Ghent. Main objective of the plan is (1) to achieve a reduction of car traffic, (2) create more space for cyclists and pedestrians, (3) create free driveways for public transport and (4) build a pleasant city to live, work and visit. Wim Schuddinck then explained the main measures included in the mobility plan: no through-traffic in the city centre (a), parking exceptions for inhabitants, deliveries, professional reasons (b), parking in underground car parks (c) a Parking-route around the centre (d), a dynamic traffic guidance system (e), Presentation 5.
6. Guided Walk City of Ghent

After the presentation there was a guided tour through the inner city showing the main elements of the previous presentation in reality.

Wednesday 14-01-2015, Antwerp

The City of Antwerp was visited. Antwerp is the capital of the Antwerp province of Belgium. With a population of 494.000, it is the second largest city in Belgium, after the capital Brussels, and its metropolitan area. With about 1.061.000 inhabitants in the wider agglomeration of Antwerp, it is also the second metropolitan area in Belgium. The Port of Antwerp is one of the biggest ports in the world, ranking third in Europe and within the top 20 globally. The city is very active in implementing sustainable urban mobility policies and measures.

7. Urban Mobility Plan Antwerp

Rafael Myncke (City of Antwerp) presented the mobility plan of the City of Antwerp. He first introduced the city and the organisational context of the mobility department. Then he presented the mobility plan of the city and the 5 main themes on which mobility in Antwerp will move forward substantially: Reinforcing and expanding cycle routes (1), Offering sufficient parking facilities for residents and visitors (2), Smooth and legible car access for city and districts, liveable streets for residential areas (3), Greatly improving traffic flow for trams (4), Attractive centres and shopping areas reinforce the economic growth of the city (5). These themes were then illustrated by actual measures. Presentation 6.

8. Walk through the City Centre

After the presentation there was a guided tour by Dies Henkes, Rafael Myncke and Valerie van de Velde (City of Antwerp), visiting several sites in the city centre. First stop was the Suikerrui, where an enjoyable space has been created for pedestrians and cyclists by transforming the street into a pedestrian thoroughfare. Then the Groenplaats square was visited, a major junction in the public transport system of the city providing access to both underground and surface transport lines and connections, an underground car park, as well as to the local shopping centre. At the Teniersplein / Operaplein a brief summary of current problems (relating to mobility) and the City’s ambitions for the intersection/square were presented, as well the -1 pre-metro station project. Presentation 7.

9. Central Station Antwerp

Koen Van Lancker(NMBS), gave a presentation and guided tour showing the construction of the North South connection and combined reconstruction of the Antwerp railway station. The total costs of the project are € 775 Million. It has been financed by the Belgian Government (64%), the HSR Fund (30 %) Railways Own Funds (4,5%) and the European Union (1,5%). Presentation 8.
10. Bike Sharing Antwerp
The group then visited the depot and dispatch centre of the bike sharing organisation 'Velo Antwerp' at the Central Station. Here on site the Velo Antwerp system was presented and shown.

11. Cycling Tour Antwerp
The study visit in Antwerp ended with a bicycle tour starting and ending at the Central Station, showing why Antwerp was awarded as Flemish Cycling City in 2012. The visitors could experience the integrated and dedicated safe cycle network as developed in the City of Antwerp.
Thursday 15-01-2015, Rotterdam

Rotterdam is the second-largest city in the Netherlands and one of the largest ports in the world. The municipality is home to over 600,000 Rotterdam residents of over 170 different nationalities. The larger urban zone has some 1.400.000 inhabitants. Rotterdam has a long tradition when it comes to sustainable urban mobility planning and the definition of air quality policies.

12. Rotterdam World City, the Future of the Maritime Cluster,
Martin Aarts (City of Rotterdam) presented the context, history and characteristics of Rotterdam World city and the maritime cluster, as well as the leading principles of the Rotterdam urban vision: sustainable economy (1), quality of life (2), quality of space (3). He concluded: ‘In successful cities, it is all about people who challenge, compete and stimulate each other so that innovation can come about’ Presentation 9.

13. The Rotterdam Mobility Agenda
Martin Guit (City of Rotterdam) first presented the mobility trends in Rotterdam. Last few years there was no growth anymore in car use. At the same there was a growth in bicycle use and subway use. Then he focussed on the new Rotterdam Urban Mobility policy and its main objectives: Rotterdam healthier & more Accessible’, Rotterdam city centre as city lounge: less car mobility, Rotterdam cycling city, Rotterdam marketplace for mobility, innovation & collaboration, Rotterdam: Accessibility – The Driving Force Behind Spatial & Economic Development. Presentation 10.

14. Guided tour Central Station Rotterdam
Marcus Edelenbosch en Ton Koeveermans provided a guided tour in the recently totally renewed Rotterdam station, including a visit to the new underground bike parking facility.

15. Guided Tour on Bike through Rotterdam
Starting and ending at the Central station Mr. Warner Beumer and Mr. John Akkerhuis guided a cycling tour showing examples of Rotterdams efforts to make cycling more attractive by making cycle routes safer, faster and of a higher quality.
Friday 16-01-2015 Rotterdam, Amsterdam

In the morning there were two presentations at ‘the ‘Verkeersonderneming’ (Traffic Company) in Rotterdam.

16. Introduction Verkeersonderneming (Traffic Company)
Aernout van der Bend (CEO Traffic Company) introduced the Traffic Company and its activities. The Traffic Company is a cooperative organisation of the municipality of Rotterdam, the Rotterdam City region, the Port of Rotterdam Authority, the Ministry of Infrastructure and Environment and Rijkswaterstaat (the national road authority). The Rotterdam region is one of the most congested in The Netherlands, which is why the time has come to find innovative measures. The traffic organisation works to improve accessibility of the Rotterdam region focussing mainly on measures that promote more efficient use of existing infrastructure. It received the Eurocities Award 2014 for cooperation. ([https://www.youtube.com/watch?v=Hx4ofw6iVTU](https://www.youtube.com/watch?v=Hx4ofw6iVTU)).

Targets of the Verkeersonderneming are: reliability in the logistics planning, creating more development for ITS – services, better accessibility of the region of Rotterdam, strengthening logistics competitive position of The Netherlands. The main conclusion of his presentation was: cooperation is essential, it needs trust and guts. Presentation 11.

17. City distribution,
Richard van der Wulp (City of Rotterdam) presented Rotterdam’s solutions for dealing with city logistics. City logistics accounts for almost half the emission of harmful substances from traffic. Mr. van der Wulp explained the main measures of the city of Rotterdam to reduce city logistics emissions i.e. a low emission Zone, inner City Service Goods Transportation bundling of freight traffic flows to city-centre based recipients, the Ecostars project Rotterdam (a fleet recognition scheme), Green Deal 010 Zero Emission City Logistics: a collaborative process with the target of emission-free city logistics in the city of Rotterdam in 2020. The main pillars of this process are measures (including regulations) to promote the use of electric vehicles, the introduction of smart logistics concepts, stimulate changes in driving behaviour. The main role of the city of Rotterdam in this process is to facilitate i.e.: bring parties together, organise funds, monitoring. Presentation 12.

18. North – South Metro Line Amsterdam
In the afternoon the group transferred to Amsterdam where the North-South metro line was visited. Amsterdam is the capital city of The Netherlands and has a population of about 800,000 inhabitants. Amsterdam was recently assessed as being amongst the best performers on sustainable urban mobility policies. The major public transport infrastructure project in Amsterdam currently under construction is the North-South Metro-line. With the construction of the North/South Line Amsterdam is investing in a sustainable urban transport system. This new metro line will be the first to go from the Amsterdam North district, underneath the IJ waterway. From there, it will run via Amsterdam Central Station-> the city centre to Amsterdam.
Zuid, which is planned to become, after Amsterdam Central Station, the second biggest transport hub in the city. A presentation of the project was followed by a site visit to the Amsterdam Central metro station currently under construction. (see also: https://www.youtube.com/watch?v=CiPjEBzWNsl).

Saturday 17-01-2015, Amsterdam

19. Sustainable Transport and Mobility Management Amsterdam Arena Stadium

In the morning the Amsterdam ArenA stadium was visited. Marco Gerrese (Amsterdam ArenA Manager Public Affairs) presented the development of the Amsterdam Arena Area, which started with the opening of the Amsterdam Arena Stadium in 1996. This multi-functional stadium with 53,000 seats is the largest in the country. It is home of the football club Ajax and also used by the Dutch National Team for international matches. On a regular basis, the events calendar includes concerts and dance festivals. When the stadium opened the area had a rather bad reputation. By now it is an attractive and important leisure and shopping area, with a large cinema, two music halls, and a large shopping mall. It is very well connected by public transport (rail, metro, regional bus lines, road). The Amsterdam ArenA strives to be a carbon-neutral stadium by 2015. The event mobility and transport management of the Amsterdam Amsterdam ArenA fits within this objective. Mobility and traffic management to guarantee a smooth arrival and departure of the large number of visitors, is an essential element of the Amsterdam ArenA policy with the aim to accommodate their visitors in the most comfortable and at the same time sustainable way. Presentation 13.

20. Dynamic traffic Management

Mr. Daniel van Motman (city of Amsterdam, Senior Advisor Traffic Management) gave a presentation on dynamic traffic management in Amsterdam, which is not only applied to optimise the Arena event traffic flows, but all traffic flows in and around Amsterdam. He presented some figures on Amsterdam Transport and Traffic (800,000 inhabitants, 100,000 External visitors per weekend, morning rush hour inbound work related, 305,000 104,000 morning rush hour outbound work related: 104,000, modal split car = 43%, public transport = 29%, Bicycle = 28%). Afterwards he focussed on traffic and integrated network management being an important measure of the Amsterdam traffic and transport policy with the objectives of keeping the city and its region accessible, healthy and safe, improving quality of life and improving road safety. The main services provided by the traffic and network management unit are Incident management, creating operational control scenarios (for road works, venues in Amsterdam South East, improving traffic flows on the ring road A10) and roadmap network management (multi modal transport, Traffic information, alliances, crowd management). Mr van Motman also showed that these measures have a positive cost effectiveness ratio and that they contribute to fulfilling the policy goals of the city and the region. Next step will be implementing, together with the regional partners, a national pilot project on integrated network management. Presentation 14.
21. Zero emission City Logistics, Cargohopper Amsterdam
This day started at the premises of Cargohopper a provider of zero emission city logistic services based just outside the low emission zone border of Amsterdam. Mr. Peter Tjalma showed the Cargohopper in action in the morning when the (electric) trucks were loaded and leaving for the delivery of goods in the city. The concept of this logistics center at edge of the inner cities was further explained in a detailed presentation. Key features of the concept are: (1) efficient receipt, cross docking and loading; (2) on time delivery of shipments; (3) collections, returns and empty packaging; (4) Open EDI to connect multiple supply chains; (5) Warehousing for retailers; (6) Neutral branding to attract all carriers. He focussed then on the key success factors: Location (limited range of vehicles), Volume (parcels & pallets), Vehicles, High level IT with low level detail, Perseverance, Marketing. Cargohopper is fully operational, showing that 100% Zero-emission Inner City Distribution can be reality. Presentation 15.

22. Amsterdam Transport Policy and Air Quality, Climate and Economy
Mr. Harry van Bergen (City of Amsterdam) presented the policy of the city of Amsterdam on Transport and Air Quality, Climate and Economy. The main reasons Amsterdam is putting much effort into improving the air in the city are: health (1) if air quality standards will be exceeded, construction of new building projects may be delayed or even cancelled (2). The air quality in Amsterdam improves, but EU-standards have been tightened: it’s a challenge to meet the new standards for nitrogen dioxide (NO2) in 2015. The Amsterdam Air quality is surveyed yearly: by calculation as well as measurement the local hotspots are determined. The hotspots caused by motorised traffic are all located near busy roads.
Mr. van Bergen then explained the main types of measures of the action plan: (1) Local measures to tackle the local hotspots, like clean coaches on the Prins Hendrikkade (near Central Station) and a green wave (progressive signal system) on the main roads; and (2) general measures to improve the air quality in all of Amsterdam by Environmental zone (LEZ) for heavy duty vehicles and for light duty vehicles and electric mobility. The city of Amsterdam intends to improve the air quality further to levels lower than the official limit values. It thereby prefers a more integrated approach, in which air quality, liveability, sustainability and other themes come together. Presentation 16.

23. Public transport Bicycle (OV-fiets)
At the site of the Amstel station in Amsterdam Herman Gillissen (Dutch Cycling Embassy) presented the Dutch Bike sharing system ‘OV-fiets’.
The concept targets the trip from the station to the final destination and vice versa. OV fiets is a fast growing Bike Sharing program in the Netherlands. It is a unique supplement to public transport. It is available at almost all important train stations (180 stations). It is very easy to pick-up a bicycle from automatic dispensers or from a staffed rental location. Bicycles are always accessible at least during public transport operation hours and in many places 24 hours a day
24. Mobility Pass Management Policy, Mobility Marketing and awareness raising,
Cees Oostrom (director), Jochem Brons (Manager product development) and Victor van den Berg (dep. Director), gave a presentation on the mobility pass policy, an innovative concept on mobility marketing and awareness raising. It is a Public/private cooperation between the national, regional and local authorities, the chamber of Commerce and the employers’ organisation. The concept was introduced in a period of major road works in and around the city. The aim was to prevent severe congestion resulting from combined reconstruction A2 highway and Utrecht inner-city construction works. The target was a reduction of 2,000 – 4,000 cars during peak hours, to keep traffic at the 2007 level. The mobility pass which employers could purchase for their employees at a reduced price (minimum quantity mandatory) was an important measure to achieve this target. The pass holders can use all public transport in the region and the Dutch bike sharing system ‘OV fiets’. From 2005 until 2013 – there were 20,000 users per year and more 600 employers in Utrecht area participating. This resulted in a minimal reduction of 2.300 cars during rush hours each day, with some estimates of the actual reduction even being 2 to 3 times higher. Jochem Brons presented the marketing&sales concept, the registration process, the Internet portal and communication as well as the lessons learned on each of these aspects. By now the public subsidies supporting the initiative are no longer available and the Mobility Pass organisation becomes self-supporting on a non-profit basis. For employers using the services results in (1) time saving (complete handling, registration and distribution, clear overview of all transactions, Only one contact for all questions) and (2) cost saving (Best fit subscription based on travel-data, no fixed subscriptions necessary – pay as you go). Presentation 17.

25. Electric transport: policymaking, choice of charging locations, bussiness models
Gerwin Hop (Over Morgen) presented ‘Overmorgen’ a consultant on E mobility solutions – Planning and design of electric vehicle charging networks. He stated that E mobility is driving for the climate and that electric vehicles are going to play an important role in the renewable energy transition. In the Netherlands there are about 40.000 - 50.000 electric cars, standards for charging & paying, over 30.000 public and private charging points and several hundred fast charging points. The case study of The Hague was presented where the city defined a long term policy and designed a charging network using GIS to define a design to maximise the use of the charging network and optimize the business case. It is expected that a profitable business case is possible within a few years.
Tuesday 20-01-2015, Utrecht

With more than 322,000 inhabitants, Utrecht is the Netherlands' fourth city. Utrecht is the capital of the province with the same name which has 1.2 million inhabitants. The city is located in the very centre of the Netherlands, where the country's road and rail networks intersect. Utrecht has a reputation as an independent-minded and lively city, which is gaining more and more recognition as a centre of knowledge and culture, both nationally and internationally.

26. Introduction on Utrecht and it’s urban mobility policy
Mark Degenkamp (City of Utrecht, senior policy advisor mobility) presented the context and main issues related to mobility in Utrecht. The quality of urban spaces is under pressure. The Utrecht urban mobility policy ‘Attractive and Accessible’ focusses on improving the quality of urban space, thereby reaching many goals at the same time: a city that is social and healthy, sustainable and lively, accessible and economically, financially sound and has high quality public places. Presentation 17.

27. The Utrecht Bicycle Program, Towards a Livable and Accessible City
Ruud Ditewig (City of Utrecht, senior policy advisor) presented the Utrecht bicycle program. His presentation pointed at the imbalance between incoming and outgoing traffic flows causes daily traffic congestion. The city of Utrecht tries to reduce congestion by 4 steps: a new regional railway network (1), new light rail lines (2), improving bicycle facilities (3) improving the road network (4). Promoting cycling is a key part of the city’s strategy to lower congestion. Currently 43% of all trips at distances lower then 7.5 km within the city are made by bicycle. Around the main railway station and in the historical city center are 22,000 bicycle stands and 13 guarded bicycle parking's. The construction of the largest bicycle parking in the world started this year (12,000 places; proposed opening in 2016). In the period 2010-2015 the city makes an extra investment of € 67 million for:
1. Upgrading the five busiest bicycle routes.
2. Building missing links in the network, like bridges and tunnels,
3. Creating more and better bicycle parking's.
4. Expanding the public bike system (OV Fiets) in Utrecht.
5. Promotion of the bicycle.

The presentation included several examples of new bicycle infrastructure in Utrecht: bicycle parking (Central station, city center, bus- and tram stops), bicycle paths, - lanes and –streets. Presentation 18.

28. Utrecht parking policy as part of total accessibility policy
Rob Tiemersma (City of Utrecht, senior policy advisor) presented the parking policy as an important element of the Utrecht mobility policy. His presentation focusses on 6 themes of the Utrecht parking policy: (1) Parking of bikes (2) Parking cars on street, (3) Park and Ride-policy, (4) Parking standards (parkeernormen), (5) Parking rates (6) financial aspects. Presentation 19.

29. Site Visit Bikeparking facility, Central Station Utrecht.
After the presentations the nearby bicycle parking at the Central station was visited, which will become the largest guarded bicycle parking facility in the world (12,000 places).
30. Site Visit Inner City Logistics on Water Utrecht: Beer Boat and Waste Boat

Truck-based freight distribution is a major concern in Utrecht’s city centre. The city council has therefore introduced a number of vehicle restrictions in the inner city, including time windows for freight traffic to deliver goods and a low emission zone. But, since good accessibility is crucial for the city’s economic viability, it was also decided to expand the existing water transport with the introduction of a zero-emission electrical vessel to transport goods to clients, shops, bars and restaurants in the city centre. The concept is known as the 'Beer Boat' since the vessel initially transported mainly beer and beverages to catering businesses along the canals.

31. Site Visit Inner City Residential Bike Parking Service

The last visit in Utrecht was to a guarded residential bike parking service in the inner city of Utrecht. This facility is subsidised by the city.
Wednesday, 21-01-2015, Aachen
The last day of the study visit the delegation was hosted by the City of Aachen. The City of Aachen, has 242 000 inhabitants. It is the cultural and scientific centre for the wider region and is a young, dynamic and highly educated metropolis with many international organisations. Aachen has a long tradition of sustainable urban transport and mobility planning and is continuously improving citizens’ quality of life and strengthening the local economy by implementing sustainable urban mobility projects and policies and an increased use of clean and energy-efficient vehicles. Currently Aachen is involved in the EU supported CIVITAS DYN@MO project.

32. Official Welcome at the Town Hall,
The Chinese delegation was officially welcomed by Mr. Marcel Philipp (Mayor of the City of Aachen).

33. Introduction of the mobility concept of the City of Aachen
Mr. Uwe Müller (Head of Mobility Management of the City of Aachen) presented the mobility concept of the city of Aachen and CIVITAS DYN@MO project. A short overview was presented of the Aachen mobility context (242.000 inhabitants, 155.000 working places, more than 45.000 students; Modal split; car 51%, public transport 15%, cycling 11%, walking 22%); noise and air quality are an issue. Mr Müller explained the main assets of sustainable urban mobility policy of the City of Aachen: Development of new pedestrian areas, increase of public transport, new bus services, boosting cycling by Inner city arterials and campaigning, introducing e-mobility (Pedal Electric Cycle, E-Charging Points, 1st Articulated-E-Bus, Sustainable Urban Mobility Plan (panning for people). He concludes with the ambitious vision of City of Aachen for 2050: (1) Aachen is a European competence center for electric mobility. (2) All transport means in Aachen should operate without fossil fuels. (3) The electric energy needed for mobility will be produced locally - as much as possible – entirely based on renewables. Presentation 20.

34. CIVITAS DYN@MO and its local activities
Dr. Georg Werdermann introduces the CIVITAS DYN@MO project and its local activities. CIVITAS (=City-VITALity-Sustainability) is an EU initiative for supporting sustainable and energy efficient urban mobility. It is a network of cities for cities to achieve sustainable urban mobility. Between 2002 and 2016 there were 69 demonstration cities in which over 700 ambitious transport measures wer tested. In the Civitas Dyn@mo project (2012-2016) four cities participate: the cities of Aachen (Germany) and Gdynia (Poland) as leading cities and Palma (Spain) and Koprivnica (Croatia) as learning cities. Three main themes of the project and it’s implementation in the City of Aachen were explained: (1) Sustainable Urban Mobility Plans (SUMP) (2) Clean vehicles (3) Use of Intelligent Communication Technology (ICT) & Intelligent Transport Systems (ITS) Presentation 21.
35. **Sustainable University Traffic, A sustainable mobility concept for the new campus area,**
Dr. Andreas Witte, (RWTH University) presented the sustainable mobility concept for the new campus area. The university has about 40,000 students, 8,500 employees dispersed over 4 university areas.
Currently new campus areas are developed, which after completion will mean an increase of about 10,000 jobs. A sustainable mobility plan will be implemented for the newly developed campus areas of the Technical University of Aachen. The objective is to reduce motorised trips and restricting parking at the new campus by offering new mobility options (like a pedelec (pedal-electric bike) - rental system). The main mobility plan measures within the CIVITAS Dyn@mo project are:

- Design of a mobility management handbook for site developers
- Setting up a pedelec-rental system and rental stations
- Implement measures to support the use of bicycles (e.g. high-quality bike shelters) and negotiations about reduced number of car parking
- Implementation of a web- and smartphone-based information and guidance system for mobility and accessibility of the University to specific buildings and rooms in the University area (also for disabled people)
- Implement continuous stakeholder participation

*Presentation 22.*

36. **Introduction to the Streetscooter concept,**
Mr. Win Neidlinger (Streetscooter) presents the innovative Streetscooter concept, a specifically designed and developed electric vehicle for short distance travel. StreetScooter GmbH (StS) based in Aachen was founded in 2010. The company is owned 100% by Deutsche Post (DHL since Dec 2014). The company develops, design and produce customizable and affordable small distance e-vehicles for urban requirements with a primary focus on commercial vehicles for last mile logistics.

*Presentation 23.*

37. **Introduction to the Velocity concept,**
Mr. Tobias Meurer (Velocity) presented the Velocity concept. Velocity has started in 2014 to implement a pedelec-sharing scheme which seeks to provide eventually 1,000 pedelecs at 100 stations across the City of Aachen. In his presentation he focuses on the following topics:

- Bike sharing as a global trend (number increases).
- Aachen’s mobility challenges (Air pollution and noise, Capacity overload of the city’s bus network in rush hours, Little traffic space in the compact city centre, few users of conventionally bikes because of the hilly terrain).
- The Velocity concept (station based, access via smartcard or mobile phone).
- Time and site planning (start Velocity beginning 2015, panned to grow to 1,000 pedelecs at 100 stations).
- Technical insight (the pedelec and charging station was developed in collaboration with RWTH Aachen University and Aachen University of Applied Sciences).
- Intermodal transportation as a key to customer acceptance of pedelec sharing.
38. Presentation Cambio Aachen,
Mr. Roland Jahn (Cambio Aachen) introduced Cambio, the car sharing system in Aachen. Carsharing in Germany and in Aachen showed a substantial increase since 2000. By now (2014) the Cambio Aachen has almost 120 cars and 6000 subscribers. In 2011 the first electric vehicle (EV) was added to the Cambio Aachen fleet which has grown to 9 EVs in 2014. Cambio Aachen considers that public funding is needed to kick-start the market. The EVs have a range of 80 - 120 km, a charging time of 5 hours and the feedback from customers is positive. It is important that energy is produced from renewable energy sources.

39. Presentation of the German Partnership for Sustainable Mobility
Mathias Merforth (GIZ) presented the German Partnership for Sustainable Mobility. The presentation focusses on the main transport challenges:

- Increased mobility in emerging economies and at the same time the need for the transport to contribute to the tackling of global climate and resource issues.
- High transport costs.
- Massive impacts on emissions, noise, accidents and resource depletion and health

The German Partnership offers sustainable mobility and green logistics solutions and knowledge from Germany to third countries as well as access to experts and networking events on sustainable mobility and green logistics.

40. Study tour with an 18m e-bus developed in Aachen consisting of:

The last item of the visit was a study tour with an 18m e-bus developed in Aachen.

The first stop was the Campus Melaten where the start-up factory and eLab for electric vehicle production was visited.

The tour continued to the University hospital where a short stop was made.
Underway the RWTH Aachen University and Campus development was shown.

The last visit was at the depot of the local transport operator (ASEAG), where the group experienced a test ride with the 18m articulated full-electric bus developed in Aachen.
ANNEXES

1. Chinese participants
2. European experts / presenters
3. Feedback Chinese participants
## ANNEX 1. CHINESE PARTICIPANTS

<table>
<thead>
<tr>
<th>No</th>
<th>Given name</th>
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<th>Organization</th>
<th>Position</th>
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<td>1</td>
<td>Liang</td>
<td>Chen</td>
<td>Fuzhou</td>
<td>Fuzhou Planning Design &amp; Research Institute</td>
<td>Chief planner</td>
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<td>Yihang</td>
<td>Pan</td>
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<td>Guangzhou Public Bicycle Management and Operation Co. Ltd.</td>
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<td>Mo</td>
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<td>Wuzhou Municipal Housing, Urban &amp; Rural Construction Commission</td>
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<td>Ying</td>
<td>Zeng</td>
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<td>Zechu</td>
<td>Wang</td>
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**ANNEX 2. EXPERT PRESENTERS AND STUDY TOUR ORGANISATION**

### Expert Presenters

<table>
<thead>
<tr>
<th>Program point</th>
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### Study Tour Organisation

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ANNEX 3. INDIVIDUAL FEEDBACK PARTICIPANTS

1. Chen Xiaoding: Yichang
   - For improving the air quality, developing mass public transport system is the solution of traffic congestion, improve the accessibility of public transport, change or improve the air quality standard by using regulations and laws, make plans and set up funds for improving air quality and develop clear energy public transport.
   - Prioritize public transport is the principle for transport planning and management. Solution for traffic congestion is to reduce car use and dependence on private cars. City governments should develop pedestrian areas, improve public transport, expand bike sharing systems, as well as BRT, light rail and metro etc. in order to reduce traffic in the CBD area. Moreover, cities should reduce their parking standard, increase parking fees and build up low emission areas to improve the air quality and modal shift.
   - The presentations during this study trip made us realize the importance of changing people’s mind of transport modes and the development orientation: from car-orientation to people orientation. We should guide and educate citizens for reducing car use. The only solution is developing public transport and improve the accessibility of public transport.

2. Jiang Jinyong: Shenzhen
   - This trip emphasized on the improvement of air quality by providing good public transport and NMT systems. Reducing car dependence, using clean energy cars, but guaranteeing the economic development.
   - From workplace mobility plan, we understand how to reduce the car use for transport. Brussels use regulations and laws to regulate companies to make plans and encourage green transport in order to reduce car use, which have great results.
   - Provide safe and convenient facilities for bicycle use, increase CBD area parking fee, encourage bike use.
   - All the experiences we learnt from this trip can help use in planning the city transport of Shenzhen.

3. Wang Zechu: Guangzhou
   - Environment is the priority of sustainable development. Electric power and NMT system is the solution for sustainable transport.
   - Prioritize the development of bike lanes and pedestrian facilities for sustainable transport under a “people oriented” development principle. As the organizer of “Guangzhou public transport observation group” we held a discussion meeting and submitted our suggestions, learned from this study trip, to city government.
   - China should urgently develop the bike sharing system to solve the last mile issue and integrate it with mass public transport systems such as BRT and Metro. We learned from the EU that cities encourage bicycle use by providing good parking facilities in shopping centers and communities. So China should learn from this and provide good bike parking facility to encourage use.

4. Pan Yihang: Guangzhou
   - Delegates from Guangzhou expressed: Guangzhou should learned from EU that about their NMT development, limit the use of cars in city center and expand the bike sharing system and provide more facility for bike users and pedestrians.
   - Expanding the Guangzhou public bike, we should plan continuous bike lanes in the city center area, reduce the traffic lanes in order to provide more space for bike users.
Moreover, city should provide more bike parking facilities and encourage the use of bikes. To solve the air pollution problem, we should reduce the use of private cars, and reduce the parking spaces in the main city centre in order to encourage the use of public transport. The city government should take the lead in improving the NMT and public transport system in order to reduce the dependence on private cars.

5. Zeng Ying Guangzhou
- This study trip emphasized on transport development and energy development in relation to environmental impact, with the goal of improving the living quality and sustainable urban development.
- City governments should develop plans, regulations, standards and requirements to encourage development of public transport, provide sufficient funds and better allocate resources.
- The planning, city transport system planning and design should be “people oriented” and sustainable for different transport modes. These should be based on study, research and sufficient planning for implementations and focus on functionality.
- Governments should encourage cooperation with related institutes and improve transparency and information sharing. Also, the government can encourage cooperation with NGOs and different research institutes.

6. Li Zhangfeng: Nanchang
- This trip gave us a deep reflection and review of urban development planning and we learned to better arrange urban planning on CBD areas and limit car use and provide better public transport. Also on urban development planning we should allocate resources for public transport, better networks, connotative with different transport modes. Develop green power transport and mass transit systems such as BRT, metro etc.
- Educate citizens on the use of public transport for daily commute instead of using cars, as well as following traffic regulations and laws.
- Improve convenience and encourage the use of bikes. Improve the facilities and security of using bikes, as well as the quality of public bikes.

7. Wu Jiangyun: Yichang
- On this study tour I saw a lot of people-oriented designs that were well implemented as well as very organized transportation planning. A well planned traffic management system is based on good urban planning and transportation planning.
- Good public education for following laws and regulations is also required.
- NMT development in EU cities is well developed over the years. China should learn from its experiences and emphasize its importance.

8. Ding Tao: Yichang
- Sustainable transport requires a solution form transportation planning, regulations, traffic laws, new technology applications, funds, and management cooperation.
- Principle education should be applied in all aspects and different organizations and institutes for sustainable transport.
- Should develop mass transit system and public bike to facilitate the solution for last mile issue. Implement bike lanes from traffic lanes, and launch convenient App or search software for public transport information search in order to guide the use of public transport.