



## CIVITAS/ FP5 TELLUS Project

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### 1. The CIVITAS INITIATIVE of the EC

Opening the EU aid programmes for Poland created a large opportunity for the cities which may apply to growing number of agencies for co-financing their duties. There is a large number of European programmes and initiatives through which Polis cities may try to implement their ideas. In the future after joining the EU those possibilities will increase significantly. However to be able to compete on the European market with other entities in applying for co-financing the Polish cities should be more experienced in this field

In spite of the typically scientific character of the 5<sup>th</sup> EU Framework Programme there are many issues of interest for the cities itself. In the framework of this programme The Commission has established its initiative called CIVITAS.

CIVITAS (“City-Vitality-Sustainability”), a major urban transport initiative supporting demonstration projects in a number of laboratory cities across Europe, is a key element of the new strategy on Clean Urban Transport prepared by the European Commission’s Directorate-General for Energy and Transport. Fifty million Euro have been allocated to co-finance innovative and ambitious city-wide packages of measures.

CIVITAS assesses the impacts of the introduction of radical integrated sustainable urban transport strategies, supported by innovative measures, technologies and infrastructures. These strategies aim to promote the development of an attractive alternative to the use of private cars in cities. CIVITAS demonstration projects combat congestion and pollution through the use of technologies and measures that make energy part of urban transport policy, in particular by using enhancing energy efficiency and “clean” fuels. In the framework of this initiative, politicians, city administrations, transport operators, transport planning departments, business communities, energy agencies, and other public and private stockholders are working together in order to successfully develop and implement radical integrated transport strategies.

## **Why Gdynia was successful**

Gdynia's strategy of applying for the EU funding foresees at first identification of the needs and later on the selection of the adequate programme from which it is possible to get financial aid. Bearing in mind the necessity of providing own contribution into the projects, all exterior funding including EU grants are rather used to finalise already planned activities rather than realise completely new.

It was also the case with TELLUS project. By the end of March 2001 the consortium of three cities Rotterdam, Gdynia and Bucharest submitted to EC the application for co-financing the project ROTORS. In the same period 72 other cities from whole Europe (6 from Poland) submitted its projects. During negotiations the consortium was extended for two other cities Berlin and Goeteborg. Besides the project in which Gdynia takes part (after extensions it changed its name to TELLUS - Transport and Environment aLLiance for Urban Sustainability) other projects were accepted for co-financing namely TRENDSETTER, VIVALDI and MIRACLES

## **Project Objectives**

Under the umbrella of the CIVITAS initiative, TELLUS has brought together five European cities keen to demonstrate that integrated urban transport policies can significantly contribute to fighting today's traffic problems in Europe: Rotterdam (The Netherlands), Berlin (Germany), Göteborg (Sweden), Gdynia (Poland) and Bucharest (Romania). The project started in February 2002 and will run for 48 months. TELLUS aims at

- increasing the modal share in favour of public transport as well as
- increasing the use of bicycles,
- lowering congestion,
- reducing traffic related air and noise pollution below national and EC standards,
- decreasing inner city car usage,
- improving intra-organisational co-operation at city levels,
- increasing political and public awareness,
- reducing road casualties
- and improving public private co-operation.

TELLUS produces clear recommendations for the modernisation of the organisational and financial frameworks for future urban public transport in Europe. In order to reach a maximum improvement of Europe's future transport policies, TELLUS performs integrated evaluations of all its initiatives showing the impacts on the quality of life, air quality, noise pollution, the modal split, congestion, energy use, land use and the attractiveness of public transport. Through its work packages TELLUS is addressing today's most urgent inner city transport problems by focusing on:

- › Access restrictions
- › Integrated pricing strategies
- › Collective passenger transport
- › New forms of vehicle use
- › New concepts for the distribution of goods
- › Innovative soft measures
- › Integration of Transport Management Systems
- › Clean public and private fleets
- › Verification and evaluation of project results
- › Dissemination and awareness
- › Exploitation.

## **2. What are we doing in the cities?**

### *TELLUS.Gdynia*

Gdynia is doing its best to assure the sustainable development of the city by both modern methods of organising public transport as well as by the thorough modernisation of the city's road network. In order to foster sustainable development, Gdynia is taking part in the TELLUS project by transforming its city centre into a clean urban transport area. This measure regards mainly the modernisation of Świetojańska Str. and its surroundings. The street with its small boutiques and cafeterias is perceived both by inhabitants and tourists as the shopping centre of the city. Since the street is frequented not only for shopping but also to arrange some things in governmental offices all day long there is a constant pedestrians traffic.

The main objectives of the measure implemented in Gdynia comprise:

- › Enhancing the quality of life through the creation of a walking promenade on Swietojańska Street and the reorganisation of vehicle traffic by giving precedence to clean public transport. This demonstration area is located in the city centre relatively close to existing pedestrians zones. Many public buildings like the city hall are situated in this area. The street with small retailers and restaurants constitutes a specific trade centre. The inhabitants of Gdynia have shown an increasing tendency to spend their free time in this area.
- › Initialising a shift in the citizens' modal choice towards public transport and bicycles. In order to achieve the planned objectives, the following measures will be implemented within the framework of the project:
  - › Installation of new trolley bus traction systems

- › Reorganisation of the parking areas and installation of bollards that will make parking in restricted areas impossible
- › Installation of fixed bicycle stands in order to encourage bicycle use
- › Promotional campaign encouraging the use of public transport and bicycles.

*TELLUS.Rotterdam*

The City of Rotterdam lies in the metropolitan area called the Rijnmond region, which is made up of 18 municipalities with more than 1.2 million inhabitants. Rotterdam is the economic, social and cultural centre of this Rijnmond region and the industrial heart of the Netherlands. The city of a major traffic and transport node. Being the world's largest port, Rotterdam generates a lot of traffic and is in a continuous process of (re-) development, which is mainly concentrated in the city centre. As a result more traffic is generated to and from the centre. This means that Rotterdam must be alert to the issues of traffic and transport. The problem of accessibility demands innovative approaches and solutions.

These approaches should ensure that current and future citizens can live in a healthy, safe and pleasant environment. Therefore, there is a need for innovative, sustainable transport systems and approaches guaranteeing both economic development and an improvement of living conditions. Within TELLUS.rotterdam the city is generating strong and durable impacts on the urban transport system. Impacts foreseen are, among others, a reduction in congestion, in CO2 emissions and energy use, in car usage, in air pollution and noise and an increase in the use of public transport and bicycles. TELLUS.rotterdam focuses on:

- › Establishing a clean and silent public transport vehicle fleet by introducing vehicles with emissions at EURO IV/V levels
- › Demonstrating and stimulating the use of electric vehicles, electric bicycles, electric scooters
- › Demonstrating an improved automated people mover system
- › Expanding water-born public transport
- › Implementing pricing strategy
- › Establishing a logistic system of multicore underground tube transport in the Rotterdam port
- › Establishing truck parking facilities to improve living conditions in residential areas
- › Stimulating bicycle use by designing attractive dedicated cycle routes and bicycle parking facilities
- › Increasing the number of park & ride facilities and stimulating P + R use using a pricing strategy
- › Introducing variable message signs to reduce congestion at the interfaces between national and urban road networks
- › Improving dynamic passenger information at tram and metro stops

- › Implementing real time public transport information in the Rotterdam Regional Traffic Information Centre
- › Demonstrating integrated urban planning and smart land use
- › Stimulating new forms of vehicle use and ownership.

#### *TELLUS.Berlin*

The German capital Berlin, situated in the centre of the enlarging European Union, is an important node in the Trans-European Network. Covering an area of about 891 km<sup>2</sup> Berlin unites a large number of urban districts, centres and boroughs which are completely different in character. The current population of Berlin is 3,390,000. Public transport has to be provided for the 4,400,000 inhabitants of Berlin and the surrounding region. The major part of the inner-city public transport system is operated by Berliner Verkehrsbetriebe (BVG), supplemented by 15 urban railway lines and a multitude of commuter train lines connecting the city of Berlin with the neighbouring region. The public transport system provided its services to some 1.2 billion passengers in 2000. Due to the excellent public transport network, Berlin has the lowest car density in the whole of Germany, with less than 350 cars per 1,000 inhabitants. Nevertheless, road traffic (commercial vehicle traffic above all) is facing a potential bottleneck which will slow down future city development and the achievement of sustainability. TELLUS.berlin aims at providing integrated concepts for future inner-city transport by intelligently combining technological, organisational and political aspects. Measures covering the whole city with a focus on the city centre comprise:

- › Demonstrating and stimulating the use of CNG vehicles in private fleets
- › Preparing the implementation of road pricing for heavy duty vehicles
- › Forming user groups and direct customer participation
- › Improving dynamic passenger information at tram and metro stops
- › Stimulating new forms of vehicle use and ownership, i.e. carmodal, metropolitan car fleet, car-sharing and van-pooling initiatives.

#### *TELLUS.Göteborg*

Göteborg is Sweden's second largest city with 470,000 inhabitants and with 800,000 in the greater Göteborg region. As the biggest port in the Nordic region, Göteborg is a centre for trade, transport and industry. To further develop as an attractive regional centre, Göteborg requires a well-functioning multimodal traffic environment, one that fulfils high demands on accessibility, safety and environmental sustainability.

An Environmental Zone, established in the inner city area of Göteborg in 1996, has proved to be an effective system to ensure a minimum environmental standard for heavy trucks and buses. In TELLUS the zone will be enlarged, and the criteria for entering the zone will be further developed. During the project, emission measurements will be taken both from the roadside, and with a newly developed onboard diagnostic system. TELLUS.göteborg aims at:

- › Implementing incentives for purchasing CNG heavy duty vehicles

- › Expanding and introducing environmentally optimised water-borne public transport
- › Incentives for improving the load factor in inner city freight transport
- › Developing customer driven goods distribution management.

#### *TELLUS.Bucharest*

The Romanian capital Bucharest with its 2.3 million inhabitants today faces the problems of population growth and dispersion from the central area of Bucharest to the suburban areas. Public transport within the urban area of Bucharest is provided by four major mass transit modes which have to keep pace with the development of the city: the metro, tram, trolley bus and bus. In Bucharest, the number of passenger trips made by public transport has not fallen, even though the motorisation rate is increasing. Within the framework of TELLUS, the Bucharest Municipality intends to maintain the high level of public transport usage by service quality improvements, lowering congestion, public transport prioritisation, intermodal co-ordination, and operational safety. Measures to be implemented by TELLUS.bucharest include:

- › Establishing a clean and silent public transport fleet by introducing trolley busses and energyefficient trams
- › Modernising organisational and financial frameworks for public transport by demonstrating GPS fleet management and contactless payment on public transport vehicles
- › Construction of an underground parking facility with a capacity of 1,720 parking spaces at the Bucharest central station Gara de Nord.

### **Project Structure**

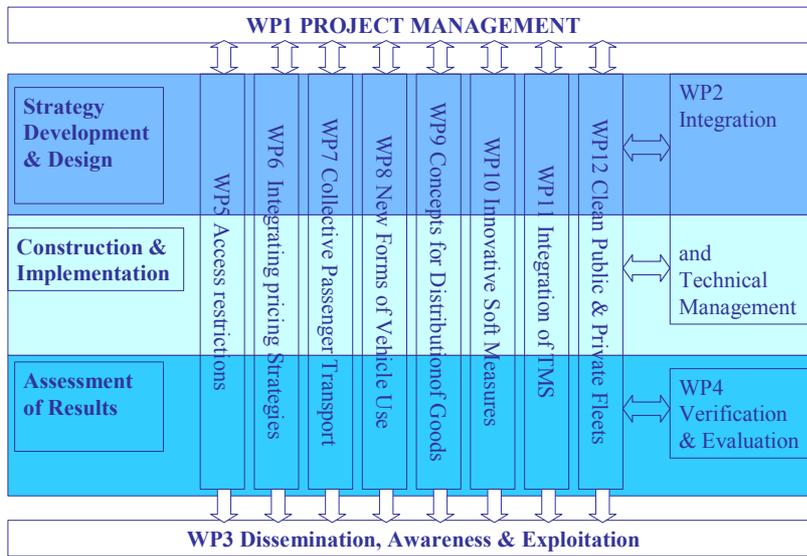
In the framework of the CIVITAS initiative there were 7 categories in which certain demonstration measures could be realised.

In the TELLUS project the activities were divided into two parts encompassing in total 12 different groups of activities.

First group named vertical correspond with the preset categories mentioned above. In these group the cities carry out their respective demonstration measures. The second group called horizontal encompasses the activities which are present in all the vertical activities. These are co-ordination activities, dissemination and awareness and verification and evaluation.

The Structure together with phases of project implementation is described in the scheme below.

**PROJECT STRUCTURE**



TELLUS Workpackage structure