

	<h1>VIAJEO PLUS</h1>
	<h2>MPC Forum 1 Report</h2>

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Project	VIAJEO PLUS - International Coordination for Implementation of Innovative and Efficient Urban Mobility Solutions			
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Abstract	<p>The first MPC forum was held on 19 March 2014 in Istanbul. The forum was attended by stakeholders from Europe and many MPC countries. The aim of the forum is to develop a comprehensive understanding of the current transport situations in MPC countries, needs in R&D in urban mobility, thus to identify key priorities for cooperation with EC on R&D in urban mobility. Before organising the forum, questionnaires were circulated to MPC stakeholders to survey their views on current research topics and priorities on potential projects. Different countries have different levels of developments and their own social and economic characteristics and issues. Priorities vary from country to country. However, common priorities identified in the forum can be summarised below:</p> <ul style="list-style-type: none"> - Encouraging use of public transport - Educating policy makers and on ITS technologies; - Development of smart phone apps for travel planners for commuters and tourists and informing travellers on congestions. - ITS demonstration projects. - Disseminating best practices to local; - Policy study on integrated transport planning and land use; - Demonstration of use of electric vehicles in public transport services; <p>This forum also served as capacity building opportunity for European and MPC stakeholders.</p>
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¹ This is either: Public, restricted to other programme participants, restricted to a group specified by the consortium, confidential

Document Control Sheet

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1.0	07/03/2014	Yanying	Preliminary report based on questionnaire surveys and visits of MPC stakeholders in Brussels (UITP and ERTICO). The preliminary report was circulated to the 1 st forum participants as a part of the forum materials.
2.0	01/04/2014	Yanying Li	Report on 1 st MPC forum based on outcomes of MPC forum

Approval:

	Name	Date
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1. Introduction

1.1. Background

The EU's Mediterranean Partner Countries (MPCs) such as Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, Palestine, Syria, Tunisia, and Turkey, are an area of vital strategic importance both in economic (trade, energy, migration) and political (security, stability) terms. The EU has committed to support MPCs in improving the lives and livelihoods of their citizens. Current efforts of cooperation with the region focus on long-term economic growth, sustainable development and environmental protection.

In the past few years and currently, EC has funded a number of initiatives and projects with MPCs. Many of those initiatives and projects have focused higher education, such as Tempus and Erasmus Mundus. Tempus aims to modernize higher education systems and creating opportunities for cooperation among higher education actors. Erasmus Mundus provides mobility opportunities for students and academic staff. Therefore, the current contacts in MPC are limited to academic staff².

Viajeo Plus project builds upon the five-step approach (Figure 1) identified and used by previous international cooperation projects^{1,3}. Viajeo Plus's activities in MPCs aims at building a foundation for future R&D and demonstration projects, and facilitate technology uptake in the future.

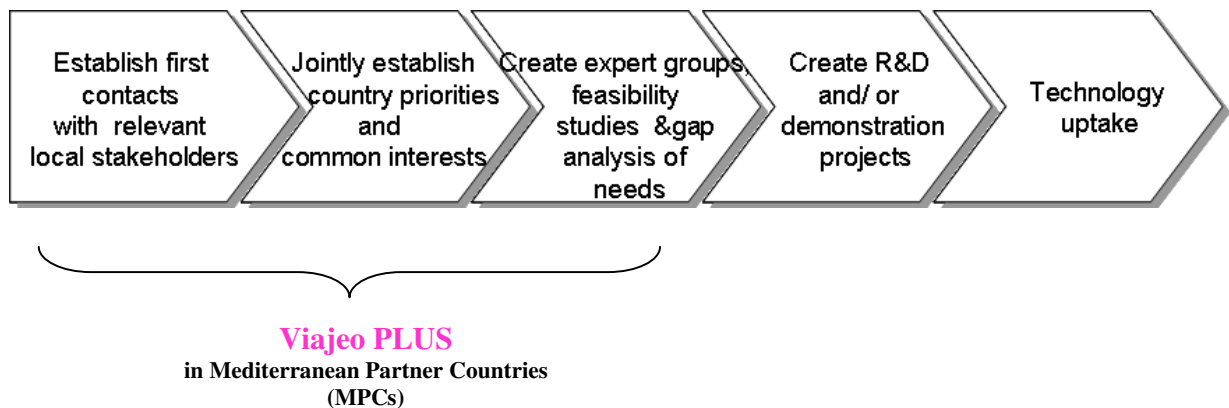


Figure 1 Roadmap of the international cooperation

To serve the purpose, Viajeo Plus organises two MPC fora in Istanbul in March 2014 and 2015 respectively. Outcomes of each Forum will form recommendations to the EC which should be submitted to the EC in May 2014 and 2015 respectively. The project consortium selected Istanbul to host the forum since Istanbul is easy to be accessed by all MPCs. Moreover, Istanbul

² Research and Innovation in the Mediterranean Partner Countries: towards a Common Knowledge and Innovation Space: EU neighborhood Info Centre, available at: http://www.enpi-info.eu/mainmed.php?id=282&id_type=3&lang_id=450

³ SIMBA (Strengthening road transport research cooperation between Europe and emerging international market) and SIMBA II projects

has implemented many advanced urban mobility solutions which can be seen as good practices to disseminate to stakeholders in the region.

1.2. Methodology

Prior to the forum, first contacts with local stakeholders have been made. A questionnaire on expressing interest was circulated to a wider range of local academic staff through Mediterranean University Network⁴ (UNIMED) network. After collecting the express interesting questionnaires, key stakeholders in MPCs are identified. The identified stakeholders were given a questionnaire on potential topics for cooperative R&D projects with EC and their views on cooperation projects, e.g. potential partners, type of projects and potential activities etc.

Some of the stakeholders have been invited to join a training program organized by UITP and UNIMED through the 3iBS project⁵. During the training course time, the stakeholders have also been invited to ERTICO - ITS Europe, the coordinator of the Viajeo Plus, to discuss their views on potential topics for future cooperation. Results from questionnaire survey on potential topics were presented. Comments on how to facilitate the MPC forum were collected from the local stakeholders. Results of the questionnaires were summarized as preliminary report on MPC and circulated to all participants of the first MPC forum.

The invitation of the forum was also disseminated through the Viajeo Plus consortium members, UN DP sustainable transport project, EMBARQ Turkey and other networks. The first forum was held on 19th March in Istanbul.

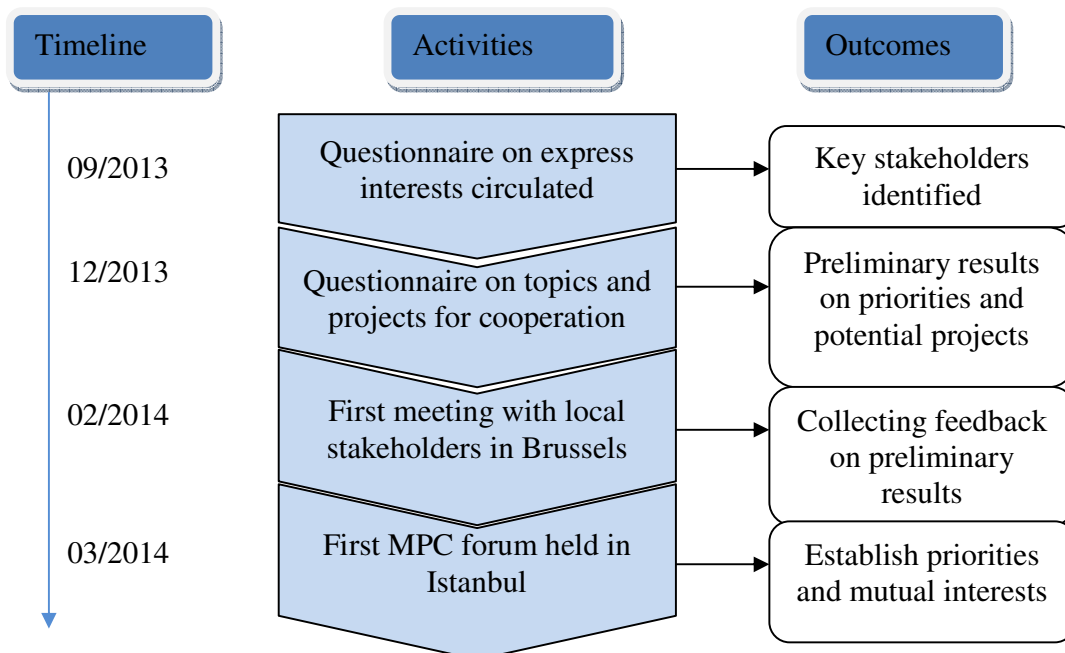


Figure 2 methodology of organizing First MPC forum

⁴ Members of UNIMED can be found at UNI-Med website: <http://www.uni-med.net/>

⁵ 3iBS is a FP7 project, coordinated by UITP. The projects works on intelligent, innovative and integrated bus systems. Information on the training can be found at the project website: <http://www.3iBS.eu/en/latest-news/3iBS-training-on-a-new-generation-of-urban-bus-system>

2. Preliminary results

2.1. Importance of Transport

Transport, particularly transport in urban areas, plays an important role in daily life and has great impacts on economic growth and quality of life in a city. Transport and mobility are decisive factors in the attractiveness of cities. Smooth and well managed transport in a city is an important aspect to attract business enterprises and investments. Lack of opportunities for young people has great negative impacts on the regions' social and political situation. Improved transport and mobility would offer a better access to education and job opportunities to young people in many cities in MPCs, thus ensuring social stability and long term growth.

Most metropolitan areas in the region suffer from severe congestion and high air pollution generated by road traffic and high rate of traffic accidents. Metropolitan areas in MPCs often have high density and many of them have historic city centres which consist of narrow streets and heritage sites. Such characteristics can also be found in many European cities. European cities can offer many successful experiences and lessons. Cities in MPCs may be able to learn from European experiences and current solutions in urban transport and mobility, thus facilitating their own implementation. Therefore, there are great needs in cooperation between the EU and MPCs in urban transport and mobility.

2.2. Every country needs public transport

When carrying out the surveys, in all countries improving public transport has been given the most attention. No city in MPCs have a comprehensive public transport network. In most cities, car (private car or taxi) is the primary transport mode, resulting in severe congestion, high air pollution and noise levels in city centre areas. Due to lack of public transport, those who have no cars or no budget for taxi, i.e. often young people and women, have very limited mobility, and limited opportunities for education and jobs.

Overall, cities in MPCs are interested in cooperation with the EU on the following topics:

- Sharing best practices on improving public transport from European cities including improving efficiency, passenger information and better condition of public transport vehicles
- Comparative study between public transport in Egyptian cities and major European cities and identify potential measures to be applied in Egypt to improve public transport services
- Bus lane and traffic signal priority for public transport vehicles
- Encouraging use of public transport through various measures such as unified e-ticket, passenger information services, subsidies to public transport operators (fair ticket), improving bus stops and interchanges
- Facilitating multi-modal journeys through implementation of Park & Ride (P&R) and other types of interchanges
- Use of clean vehicles for public transport to reduce pollution

Due to different level of infrastructure development, 'improving public transport' can have very different meanings from country to country. It can range from having fixed routes and bus stops to development of Bus Rapid Transit (BRT). Below priorities in selected countries are given.

Algeria

Algeria has been experiencing a steady increase of car ownership since 1999. The increased car ownership has been driven by lack of public transport. The increased car ownership has been responsible for traffic jams in all big cities and heavy pollutions. High levels of pollutants are often measured in Algerian cities.

Since Algeria has good bus systems, an interesting topic would be how to improve efficiency of bus operation and use other traffic data for bus operation. Cities in Algeria are interested in development of tram and BRT. Algeria has some difficulties in implementation of BRT since benefits of BRT are not well understood. Therefore, government has been hesitating to invest in BRT. Sharing European experiences in tram and BRT can influence policy making in more sustainable transport, thus accelerating implementation of tram or BRT.

Algeria is also interested in using clean vehicles (e.g. natural gas powered vehicles) for public transport since Algeria is rich in natural gas.

Egypt

Improving quality of public transport has been considered a key measure to encourage usage of public transport. There are needs for a comprehensive study to understand impacts of quality of public transport on modal shift, i.e. which factors will encourage travellers to use buses instead of private cars and taxis such as ticket fare, reliability, comfortable level of buses, passenger information and policies on reducing usage of private cars. Use of smart phones to disseminate traveller information and also to collect information can be an interesting topic.

Due to the high market penetration rate of Smartphones and large number of social media users in Egypt, a study on how to use Smartphones and social media to improve public transport services would be valuable for the country. Smartphones may be used to give passenger information without additional infrastructure by the roadside or at bus stops. Social media can be used to collect information from passengers on delay, crowd level and interruption of services, i.e. crowd sourcing.

Cities in Egypt would also be interested in experiences on how to improve quality of public transport by dedicated bus lanes and bus priority in traffic signal control. Yet there are no bus lanes or bus priority systems implemented in the country. Sharing experiences from European cities would be helpful for implementations of such policies and technologies.

Jordan

Different from other countries where encouraging usage of public transport is seen as a measure to reduce usage of private cars, encouraging usage of public transport is considered as a way to make public transport available for travellers with low income is one of the priorities. Cheap, reliable, safe, and comfortable public transport with good coverage can help increasing employment rate and economic growth.

High market penetration of Smartphones and wireless communication provides great opportunities to provide traveller information. Smartphones may also be used to collect data from individual travellers.

Study of the effects of dedicated bus lanes and Intelligent Transport Systems (ITS) to improve reliability of buses has also been identified as a topic for research cooperation with the EU.

Lebanon

Lebanon is in grave need for public transport. Beirut, one of the oldest human settlements in the world and the capital city of Lebanon, is the biggest city in Lebanon. The Great Beirut Area has nearly two million inhabitants. Of total transport in the city, more than 70% is use of motorised individual vehicles. It is not surprising since public transport in Beirut is only based on buses and consists of only few lines. In addition, buses are often operated irregularly (some even without fixed bus stops), uncomfortable and unreliable. Therefore, there is a need for a study of public opinion on how to improve public transport services and acceptance of improved public transport such as dedicated bus lanes and BRT. ITS, such as real-time monitoring location, can play an important role in bus management and operation, thus improve reliability of buses.

A recently constructed transport hub, Charles Helou station, was built in order to facilitate multi-modal journeys. However, it appears underutilised. Therefore, it can be a good case study in planning of interchanges. Due to urban sprawl of Beirut, building P&R sites can be a measure to reduce urban traffic. Planning of P&R and corresponding public transport would need experiences from European cities.

Since taxis and minibuses play an important role in urban mobility in Lebanon, dynamic taxi-sharing is proposed as a joint research topic. Such taxi sharing (or ride sharing) can use apps installed on Smartphones. Such study will cover user needs, social acceptance, business model, issues related to safety, security and privacy.

Palestine

Studying the psychological factors affecting peoples decision in choosing transport and investigating how these factors can be addressed in public transport in order increase usage of public transport has been proposed as a research topic to cooperate with the EU. Modelling of impact of model shift on traffic is needed in order to have good argument to implement sustainable transport policies instead of building new roads to meet the demand.

Turkey

Turkey has advanced public transport systems and the first BRT system in the region. The public transport system in Istanbul consists of metro, bus and tram. Bus lanes and bus priority signal control have been implemented in some Turkish cities. Therefore, cooperation with the EU for Turkey is very different. Introduction of new concepts for bus solutions such as use of hybrid or electric buses, long buses and light BRT can enhance public transport services in Turkey in the future. Pilot projects to demonstrate new concepts of bus solutions may be considered as joint projects between the EU and Turkey.

2.3. Sustainable Transport Policy and Land

It is rather encouraging that almost all questionnaires collected indicate the needs of cooperation with the EU on guidelines and sharing best practices on sustainable transport policy and land use. The EU and many European cities have been seen as good examples in sustainable transport policy and city planning such as bus lanes, cycling lanes and pedestrian facilities.

Stakeholders in MPCs indicate that raising awareness of sustainable transport policy among policy makers is essential since many politicians in the region still see development of infrastructure as the key transport policy. Good public transport services in a city can have short and long term social and economic benefits ranging from economic growth, more accessibility to employment and education, to reduced pollution. However, the importance of public transport has not yet been fully understood by the politicians and citizens. Cooperation with the EU and other international organisations on raising awareness of sustainable transport policy is considered as a key priority.

Studying potential impacts of congestion charging and increasing parking cost in city centres on reduction of congestion and learning from European cities on development and implementation of policies are identified as a topic for joint research by many stakeholders.

2.4. Intelligent Transport Systems (ITS)

Except Turkey, many countries in the region have limited implementations of ITS technologies. However, ITS technologies are considered important to improve urban mobility in the region. ITS can be used in public transport management, traffic information service and urban traffic control. Cooperation with the EU may focus on:

- Providing training to transport professionals and policy makers on ITS technologies and their applications;
- Disseminating best practices of applications of ITS in order to raise awareness of ITS technologies and increase acceptance of ITS technologies among policy makers and the general public.

ITS can play an important role in improving public transport services. In-vehicle monitoring systems have not yet been widely deployed. Such monitoring systems can improve overall quality of public transport by enhancing reliability and efficiency. In-vehicle monitoring system may also be used to improve passengers and drivers' safety and security.

In addition, the high market penetration of Smartphones provides many opportunities for applications of ITS technologies. Lack of traffic data is one barrier of deployment of ITS. Smartphones are seen as a new data source to collect traffic data, e.g. floating vehicle/passenger data and crowd sourcing.

Unlike major European cities, many of the major cities in the region have no traffic control centres. Establishing a traffic control centre is an expensive project. However, current cloud computing technologies allow virtual traffic control centres, i.e. a city can only buy the traffic control centre service without buying the infrastructure. Introducing such concepts to cities in the region can be an innovative and economical way to improve urban traffic control. Introducing such concepts to cities in the region can be an innovative and economical way to improve urban traffic control.

3. The first MPC Forum

3.1. Overview of the forum

Invited by Boğaziçi University, the first MPC forum was held in the South Campus of the university. The forum received a warm welcome from the University and Prof. Lale Akarum, Vice Director of the University who is in charge of research, gave a welcome speech to open the forum.



Figure 3 Prof Akarum gave opening speech

There were 35 participants from EU countries, Turkey, Egypt, Jordan, Lebanon, Palestine and Morocco. The participants cover different types of stakeholders. There are participants from universities or research institutes, industry, government bodies, public transport operator, international organizations etc. Below the table summaries participant statistics:

Table 1 Statistics of 1st MPC Forum

	Number	Percentage
Total Participants	35	
Participants from EU	8	23%
Participants from MPC	27	77%
Academic staff/researcher	9	26%
Industry	10	29%
Government body	6	17%
Public transport operator	5	14.5%
NGO and others	5	14.5%



Figure 4 photos taken in the first MPC Forum

The Forum considered of keynote speeches, presentations from MPCs, roundtable discussions and question/answer sessions. The agenda of the forum is in Appendix B.

The forum was followed by technical visits including:

- Istanbul traffic control centre, hosted by Istanbul Metropolitan Municipality (IMM)
- Public transport operation centre
- Metrobus (BRT) vehicles and BRT lanes

Some photos of the technical visits are shown below. Detailed the technical visit will be given in the D8.6 MPC site visit.



Figure 5 Photos of technical visits of the some Forum participants

3.2. Key contents of the Forum (in addition to the results from the questionnaire survey)

The Forum considered of keynote speeches, presentations from MPCs, roundtable discussions and question/answer sessions. The following topics were discussed widely during the forum.

General attitude to the EC funded R&D projects

EC funded R&D projects are very welcome and all participants are interested in joining such projects. Previous experiences are generally positive. Such projects provide opportunities for the region to cooperate with European universities, research institutes and industry on development, implementation and dissemination of new technologies. Key benefits are to develop understandings of state-of-the-art of transport technologies and policies. EC funded projects bring innovative ideas and sustainable transport concept to the region which are much needed. However, stakeholders who have experiences with EC projects also highlighted that bureaucracy such as complex contract, administrative procedure and financial reporting discourages their participations. Waiting time between proposal submission and project Kick off is often too long. Sometimes, when a project started, priorities and circumstances may have changed from the proposal time.

Cooperation with Industry

Except in Turkey, there are very limited research activities in MPCs. Many academic staff in MPCs have no experiences to cooperation with industry in research activities. When proposing potential project partners, very rare industry partners were included. However, Mr Lindos Daou from Universite Saint Esprit De Kaslik, Lebanon, expressed that to carry out research on how to improve public transport services, there are needs of cooperation with bus manufacturers in

order to understand state-of-the-art and give information on local needs to the industry. Such projects may help to strengthen competitiveness of European industry.

Type of projects

Participants in the forum identified three types of potential cooperation projects:

- Technical demonstration which can demonstrate use of new technologies and help raising awareness of new technologies.
- Theoretical study on transport model development which address local transport and social-economic characteristics
- Policy study on sustainable transport planning and land use

Discussions on such projects should be tailor-made for a city or unified solutions were carried out. There are some common transport and social issues in many big cities in MPCs. However, each country and each city have its own characteristics. It is understood that EC funded R&D projects will not be used to fund big infrastructure. However, R&D projects should be implementation oriented and address specific local needs.

Electric vehicles

IETT, the Istanbul public transport operator, has been testing electric buses but there is no plan to use electric buses yet. IETT therefore is much interested in cooperation with electric vehicle manufacturers and European public transport operators that operate electric buses. In other MPCs, electric vehicles are seen as an efficient way to reduce air pollutions, particularly in city centre areas. Electric vehicles may also be used in urban delivery. Sharing experiences of applications of electric vehicles in public transport and urban delivery is therefore identified an priority for cooperation.

Public transport: bus lanes and BRT

Istanbul presented successful experiences in planning and operation of dedicated bus lanes and BRT systems. However, participants from some MPCs indicated that dedicated lanes are not accepted by the public. They simply do not understand why such lanes are empty. Therefore, other transport modes use such lanes, resulting in traffic accidents. Encouraging the public to use public transport is a key priority in many countries.

Public transport: minibus

Minibuses are widely used in MPCs countries. Minibuses cause many traffic accidents and high environmental pollutions. However, they provide an alternative to private cars and often are the only transport mode available to the public who do not own a car. While improving public transport is a long process, modernized minibuses, i.e. providing high quality minibuses, may be the first step.

Public transport fare policy

Istanbul's BRT system (Metrobus) has been hugely successful. However, the success has negative consequence is that the system reached its capacity very quickly. Istanbul is looking for new fare models to be fairer to passengers and operators such as distance-based fare. However, any increase in fare can cause social and economic issues. How to finance public transport and charge public transport service based on local social and economical characteristics is a priority identified by the participants of the forum.

Traveller information and multimodal journey planner

It has been noticed that very few traveler information services or journey planners are available in cities in MPCs. Multimodal journey planner has been seen as an efficient way to encourage people to use public transport and to improve travelers' experiences with public transport. Use of smartphones to give information on available transport modes to commuters and to tourists can be a cost-effective way to improve public transport services. Some MPCs rely on tourism as a key income source. Therefore, development of tourism mobile apps on use transport on those countries can have direct social benefits to tourists and locals. Cooperation on development of such apps may be a technical demonstration project.

Awareness of ITS

Except in Turkey, other MPCs have very little knowledge and experiences on ITS. Some widely used and mature technologies, e.g. navigation, traveler information, traffic data collection (e.g. floating vehicle data), parking management etc, are not discovered by the region. However, participants of the workshop see great potentials of applications of ITS and propose raising awareness of ITS as a key priority for cooperation with EC. The cooperation should include research organizations and industry, i.e. technology providers. Training programme and demonstration projects are seen as the first step.

Traffic safety

Traffic accident casualties in many MPCs are significantly higher than EU countries. For example, there are 1000 deaths and 4000 injuries from road traffic in Cairo alone per year. Low traffic safety is due to many factors such as driver and road users' behaviors, lack of traffic enforcement and lack of infrastructure for vulnerable road users. MPC see EU countries as good examples on traffic safety and would like to learn from EU countries' experiences on how to improve traffic safety such as traffic safety campaigns, implementation of cycling lanes etc.

Integrated logistics

Urban logistics has negative impacts on congestions, traffic safety and air pollutions. Yet there is no policy on sustainable urban logistics. Often cities ban Heavy Goods Vehicles (HGV) into cities during peak hours or during day times. Sharing successful experiences on managing logistics from European cities, particularly experiences on integration of logistics management with local traffic management have seen as a priority for cooperation.

Traffic light optimization

A study on traffic light optimisation for a corridor of Istanbul network was presented. The study is cooperation between university researchers and provider of traffic control centre of Istanbul. Traffic light optimisation is not yet widely known in MPCs. However due to different characteristics of traffic flow in MPCs, direct applications of existing technologies in Europe may not be the best solution. Therefore, it was proposed to cooperate on modelling development for traffic light optimisation. A demonstration project on traffic light optimisation to demonstrate benefits of traffic light optimisation is welcome.

4. Conclusion

The first MPC forum was held on 19 March 2014 in Istanbul. The forum was attended by stakeholders from Europe and many MPC countries. The aim of the forum is to build contact with local stakeholders, to develop a comprehensive understanding of the current transport situations in MPC countries and their needs in R&D in urban mobility, thus to identify key priorities for cooperation with EC on R&D in urban mobility.

Before organising the forum, questionnaires were circulated to MPC stakeholders to survey their views on current research topics and priorities on potential projects. Different countries have different levels of developments and their own social and economic characteristics and issues. Of MPCs, Turkey is more advanced in transport planning, public transport and applications of ITS. Therefore, priorities vary from country to country.

However, key common priorities identified in the forum can be summarised below:

- Encouraging use of public transport by improving bus services such as implementing bus lanes and signal priorities, providing high quality buses (or minibuses), providing better passenger information services etc.
- Educating policy makers and students (i.e. next generation of transport engineers) on ITS technologies;
- Development of smart phone apps for travel planners for commuters and tourists and informing travellers on congestions.
- ITS demonstration projects such as traffic light optimisation, use of smart phone apps for traveller information, integrated traffic and logistics management, smart parking management etc.
- Disseminating best practices to local stakeholders such as policy makers, researchers, transport professional, and the general public in order to gain support in implementing sustainable transport solutions;
- Policy study on integrated transport planning and land use;
- Demonstration of use of electric vehicles in public transport services;

Appendix A Questionnaire Contributors

Country	Name	Organisation
Algeria	Menouer Boughedaoui	University of Blida 1
	Himouri Slimane	University of Mostaganem
Egypt	Ahmed Elsayed Mohamed Hassan	Cairo University
	Iman Mohamed Wafaei Ramadan	Arab academy for Science, Technology and Maritime Transport
Jordan	Ali Maqousi	University of Petra
	Turki Ibrahim Obaidat	Jordan University of Science and Technology
Lebanon	Maya Abou Zeid; Isam Kaysi	American University of Beirut
	John Khoury	Lebanese American University
Palestine	Sameer Abu-Eisheh	An-Najah National University
	Alaeddinne Eljamassi	Islamic University of Gaza
	Yahya R. Sarraj	Islamic University of Gaza
Syria	Jandab Zarour	Damascus University

Appendix B Agenda of the 1st Forum

Meeting place: **Boğaziçi University, South Campus
Bebek Istanbul, Turkey** Meeting date: **20-21 March
2014**

Venue: **Engineering Building, Vedat Yerlici
Konferans Merkezi Room: VYKM-2**

Objectives:

- To establish contacts with local stakeholders
- To identify Mediterranean Partner Countries' research and development priorities and common interests in the field of sustainable urban mobility
- To formulate recommendations to the EC in R&D policy on cooperation with Mediterranean Partner Countries

DAY 1	Thursday 20 March 2014, Boğaziçi University , 34342 Bebek/Istanbul South Campus, Engineering Building, Vedat Yerlici Konferans Merkezi, VYKM-2	
09:00	Registration	
Opening and keynote presentations		Moderator: Manuela Flachi ERTICO - ITS Europe
9:15 - 10:45	Welcome & keynote speech	Prof. Lale Akarun , Vice director in charge of research, University of Boğaziçi
	Overview of Viajeo Plus & Objectives of the forum	Dr. Yanying Li , ERTICO - ITS Europe
	Istanbul metropolitan Municipality: EU Project Experiences	Mrs. F. Betül Güney Akbiyik , Transport Coordination Directorate Istanbul Metropolitan Municipality
	Istanbul public transport operator's vision on HORIZON2020 and potential contribution	Mr. Fatih CANITEZİETT (Istanbul Electric Tram and Tünel Company)
	MPC partners & research funding schemes	Dr. Marcello Scalisi , UNIMED
10:45 - 11:00	Coffee Break	

<p>11:00 - 12:30</p>	<p>Presentations from Mediterranean Partner countries:</p> <ul style="list-style-type: none"> - Current research priorities and funding schemes in sustainable transport and urban mobility - Education and research capacity - Expectations from future cooperation in research with EC 	<p>Prof. Menouer Boughedaoui, University of Blida, Algeria; Prof. Iman Mohammed Wafei Ramadan, Arab Academy, Egypt; Mr. Mohamed Fathy Ali, Egyptian Environmental Affairs Agency, Egypt; Prof. Turki Ibrahim Obaidat Kayed, Jordan University of Science & Technology, Jordan; Prof. Lindos Daou, Université saint Esprit de Kaslik, Lebanon;</p>
<p>12:30- 14:00</p>	<p>Lunch and Networking</p>	
<p>14:00 - 15:00</p>	<p>Continue: Presentations from Mediterranean Partner countries</p>	<p>Mrs. Pınar Köse, EMBARQ Turkey, Turkey Prof. Khaled Al-Sahili, An Najah University, Palestine Dr. Gurkan Gunay, University of Boğaziçi, Turkey</p>
<p>15:00 - 16:45</p>	<p>Round table discussion</p> <ul style="list-style-type: none"> - Potential topics for EC supported R&D projects in sustainable transport; - Proposed partnerships for potential projects - Expected impacts and benefits of cooperation with EC to Mediterranean partner countries 	<p>Moderator: Dr. Yanying Li; Panellists:</p> <ul style="list-style-type: none"> - Dr. Paul Timms, ITS Leeds - Mr. Flavio Grobbo, Thetis - Mrs. Monica Giannini, PluService - Dr. Marcello Scalisi, UNIMED - Mr. Antoine Feral, Michelin
<p>16:45 - 17:00</p>	<p>Summary and conclusions</p>	
<p>17:00</p>	<p>Adjourn</p>	

DAY 2

Friday 21 March 2014, Technical Visit
Traffic Control Centre of Istanbul (IMM) & İstanbul Electric Tram and Tünel Company

9:00 -
10:00

Visiting Traffic Control Centre in Municipality's Merter Building
 - Welcome and Introduction by **Mrs. F. Betül Güney Akbiyik**



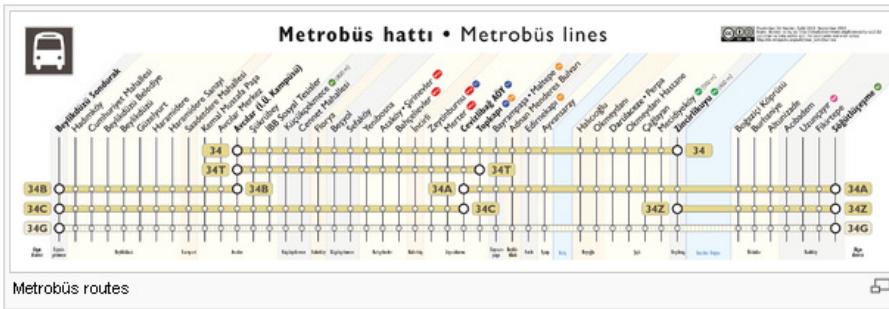
10:00-
10:30

Transport to Metrobus Kağıthane Operation Centre

10:30-
12:00

Visiting Metrobus Kağıthane Operation Centre
 - Welcome and Introduction by **Mr. Fatih Canitez**

Metrobus is a 50 km Bus Rapid Transit (BRT) route with 45 stations using dedicated bus lanes for much of the route.



Appendix C Participant list of the 1st Forum

Prefix	Last Name	First Name	Company	Work City
Mr.	ADAL	Emir Emrah	Ultra Teknoloji	Istanbul (TR)
Ms.	AKARUN	Lale	University of Boğaziçi	Istanbul (TR)
Mr.	AKDIM	Akdim	Maghrebail	Casablanca (MA)
Mr.	ALI	Fathy Mohamed	Egyptian Environmental Affairs Agency	Cairo (EG)
Mr.	AL-SAHILI	Khaled	An Najah University	Nablus (Palestine)
Mr.	AYKAN	Gokhan	Ecem Ltd	Istanbul (TR)
Mr.	BOYSAN	Busea	IETT	Istanbul (TR)
Mr.	CANITEZ	Fatih	İstanbul Electric Tram and Tünel Company	Istanbul (TR)
Mr.	DAOU	Lindos	Université saint Esprit de Kaslik	Beirut (LB)
Ms.	DEMIRDOGEN	Aysun	Wutabout.com	Istanbul (TR)
Ms.	EL KHADJI	Ikram	Sabancı University	Istanbul (TR)
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