

	<h1>VIAJEO PLUS</h1>
	<h2>MPC Forum 2 Report</h2>

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Project	VIAJEO PLUS - International Coordination for Implementation of Innovative and Efficient Urban Mobility Solutions			
Date	<i>Contractual:</i>	April 2015	<i>Actual:</i>	April 2014
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Abstract	<p>The Second MPC Forum held at the Muhammad V University in Rabat on May 19-20, 2015 had the following objectives:</p> <ol style="list-style-type: none"> 1) To identify Mediterranean Partner Countries' research and development priorities and common interests in the field of sustainable urban mobility, in particular: urban air quality and mobility, use of electric vehicles, public transport services, urban logistics and urban infrastructure; 2) To formulate recommendations to the EC in R&D policy on cooperation with Mediterranean Partner Countries; 3) To identify new possibilities if synergies between EU industries and the MPCs. <p>Moreover, the specific objectives are to identify:</p> <ul style="list-style-type: none"> - the state of art of MPCs on sustainable urban mobility; - the legal framework (if there is one) of MPCs on this regard; - needs and problems on public transports and urban mobility; - solutions and recommendations to further improve the current state; - results on the recommended topics for future cooperation supported by the EC within the framework of H2020.
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Keyword list	MPC, Sustainable transport, Priorities in R&D
Nature of deliverable	Report
Dissemination	Public ¹

Project financially supported by	
 	<p>European Commission DG Research</p>
<p>Project number 605580 FP7- SST.2013.3-2</p>	

¹ This is either: Public, restricted to other programme participants, restricted to a group specified by the consortium, confidential

Document Control Sheet

Version history:

Version number	Date	Main author	Summary of changes

Approval:

	Name	Date
Prepared	Marco Di Donato and Silvia Marchionne	12/06/2015
Reviewed		
Authorised		

Circulation:

Recipient	Date of submission
EC	
VIAJEO PLUS Consortium	

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1. Introduction

1.1. Background

Viajeo Plus project, built upon previous international cooperation project related to urban mobility and public sustainable transport, in MPCs aims at building a foundation for future R&D and demonstration projects, and facilitate technology uptake in the future.

To serve this purpose, Viajeo Plus organised two MPCs fora: one in Istanbul in March 2014 and one in Rabat on March 2015. Outcomes of each Forum will form recommendations to the EC which should be submitted to the EC. The project consortium selected Istanbul to host the forum since Istanbul is easy to be accessed by all MPCs. Moreover, Istanbul has implemented many advanced urban mobility solutions which can be seen as good practices to disseminate to stakeholders in the region.

On the same level, Rabat has been chosen as venue for the Second MPCs Forum first of all because Morocco was a suitable choice as Arab country in the region thanks to its political, economic and social stability and as well the willingness of the Moroccan government to improve public transportation and to strengthen sustainable urban mobility.

UNIMED has moreover a solid and strong relationship and cooperation framework with the Muhammad V University of Rabat which also shows a valuable and efficient collaboration in coordinating the cooperation among different stakeholders and local actor in the country.

The first MPC forum, as mentioned above, 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:

- 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;

This forum also served as capacity building opportunity for European and MPC stakeholders.

The Second MPC Forum held at the Muhammad V University in Rabat on May 19-20, 2015 had the following objectives:

1) To identify Mediterranean Partner Countries' research and development priorities and common interests in the field of sustainable urban mobility, in particular: urban air quality and mobility, use of electric vehicles, public transport services, urban logistics and urban infrastructure;

2) To formulate recommendations to the EC in R&D policy on cooperation with Mediterranean Partner Countries;

3) To identify new possibilities if synergies between EU industries and the MPCs.

Moreover, the specific objectives are to identify:

- the state of art of MPCs on sustainable urban mobility;
- the legal framework (if there is one) of MPCs on this regard;
- needs and problems on public transports and urban mobility;
- solutions and recommendations to further improve the current state;
- results on the recommended topics for future cooperation supported by the EC within the framework of H2020.

1.2. Methodology

UNIMED in order to select participants from MPCs universities associated to UNIMED network, has elaborated and submitted to their attention a questionnaire on expressing interest. The survey has been then circulated through UNIMED network (Mediterranean Universities Union - www.uni-med.net) associated universities from both shores of the Mediterranean, namely to the following countries: **Algeria, Egypt, Lebanon, Jordan, Morocco, Palestine, Tunisia and Turkey and EU countries**. The survey has been addressed to experts, professors, researchers, faculty and department members focused on transport and urban mobility topics. The survey has been sent also to the participants of the First MPCs Forum held in Istanbul on March 2014 and to the members of the UNIMED subnetwork on Transports and Logistics.

The objective of this questionnaire was to get views on priorities for research cooperation between Mediterranean Partner Countries and EU and was limited to research on sustainable transport and urban mobility such as improving public transport and encouraging usage of public transport, improving traffic operation, traveller information services.

The respondents to the survey were 17 among the following countries: Tunisia (4 survey); Algeria (3 survey); Morocco (3 survey); Egypt (3 survey); Lebanon (2 survey); Palestine (1 survey) and Turkey (1 survey). Please find herewith below at the end of the report the questionnaire annex with all the questions submitted to the interviewees.

Findings and results emerged from the questionnaire allowed UNIMED to select the participants and to have a common ground for debate and discussion during the Second MPC Forum in Rabat on May 19-20, 2015. Findings and results of the survey have been analysed and integrated by the UNIMED Research Unit in cooperation with UNIMED International Projects and Networking office in a single document titled “Viajeo Plus Survey analysis Report: Findings and results of the survey addressed to MPCs and EU stakeholders in the framework of the Second MPCs Forum.

Consequently, outcomes of this questionnaire will be used to formalize recommendations to the EC for establishing future research projects with Mediterranean Partner Countries and to identify common priorities on research and development projects between EU and MPCs related to urban mobility and sustainable transports under Horizon 2020 working programme.

The communication of the Second MPCs Forum held in Rabat has been circulated through the Viajeo Plus Project Consortium and UNIMED network.

2. The Second MPC Forum



Image 1 -2 Presidency hall of Muhammad V University

2.1. Overview of the forum

The forum was held in Rabat and hosted by the University of Muhammad V.

The forum aimed at:

- 1) Identify Mediterranean Partner Countries' research and development priorities and common interests in the field of sustainable urban mobility, in particular: urban air quality and mobility, use of electric vehicles, public transport services, urban logistics and urban infrastructure
- 2) Formulate recommendations to the EC in R&D policy on cooperation with Mediterranean Partner Countries
- 3) Identify new possibilities if synergies between EU industries and the MPCs.
- 4) Formulate a state of art of MPCs on sustainable urban mobility;
- 5) Identify the legal framework (if there is one) of MPCs on this regard;
- 6) Share needs and problems on public transports and urban mobility;
- 7) Categorize solutions and recommendations to further improve the current state;
- 8) Classify results on the recommended topics for future cooperation supported by the EC within the framework of H2020.

2.2. Key contents of the Forum

First session

Survey Contributors

Country	Name	Organisation
Tunisia	Hend Selmi	High Institute of Transport and Logistic, Sousse
Egypt	Iman Mohamed Wafaei Ramadan	Arab academy for Science, Technology and maritime Transport
	Mona Kamel	Egyptian Environmental Agency
Palestine	Khaled Al-Sahili	An-Najah National University
	Mounir Ghogho	Université Internationale de Rabat
	Mohammed Ali El Hassani Sbai	Université Internationale de Rabat
Algeria	Slimane Himouri	University of Mostaganem
Lebanon	Tina Habib	USEK - Kaslik University
Turkey	F. Betül Guney Akbiyik	Istanbul Municipality

Rajaa Cherkaoui El Moursli

Prof. Cherkaoui El Moursli briefly introduced the panellists and express the absolute willingness of her university to cooperate on such issues with the other Universities of Unimed network and, at the same time, with the Eu commission

Lemghari Essakl

Mr. Essakl started his intervention stressing the importance of having a much more deep relationship between Universities and enterprises, underlining the necessity to develop a global vision on urban public transportation. Accordingly to him, the first challenge for Morocco in the near future is to afford the impressive demographic evolution of the country searching for new solutions in order to not exclude peripheries and low social strata of the Moroccan society.

As for new solutions, Mr Essakl stressed the necessity to focus on:

- 1 - Improving local management;
- 2- Improving financial resources for public transportation (needs of structural projects)

3 - Improving training (local human resources are not well prepared and enterprises are in shortage of staff).

Marcello Scalisi

UNIMED presentation and objectives of the Forum.

Loubna Boutaleb

Mme Boutaleb showed the history of the Rabat-Salé Tramway focusing on the durability of such intervention respect to others. The Tramway was inaugurated the 18 May 2011 and it was part of the Bouregreg project addressing a very specific necessity of Rabat: an improving demand of new flows towards city centre thanks to the urbanization process. Because the public transportation offer was not sufficient, the majority of Rabat inhabitants were forced to cover long distances by walk (66%). But why build a Tramway and not improving the existing transportation network²? Because thanks to the Tramway construction it is possible to achieve some specific results:

- 1- Develop the area of Salé, guaranteeing 4000 new jobs during the construction of the line and guaranteeing nowadays more than 1000 jobs;
- 2 - Develop the idea of collective public transportation system;
- 3 - Improve the technological level of Rabat public transportation system;

Hassan Nouha

Mr. Nouha focused his attention on the Rabat case describing the different typologies of contract that it is possible to sign with the Moroccan State. The complex system of control and management, as he recognises, is one of the main criticality of the sector along with:

- 1 - Competences overlays
- 2 - Lack of public facility in order to regulate univocally urban planning
- 3 - Urban limits are not very well defined
- 4 - Lack of coordination in order to imagine and manage urban planning
- 5 - Urban public transportation system is not sufficient for local needs
- 6 - Structural deficit in relationship between public and private
- 7 - Lack of clear policy regarding costs and tariffs
- 8 - Lack of knowledge with respect to social and legislative environments

Omar Driss-Katouni

Prof Driss-Katouni stressed the importance of improving university training on public transportation issues. One of his main proposal was that of trying to match university training and needs at national level.

Slimane Mehdad

Dr. Mehdad underlined, with particular relevance, the necessity to improve the percentage of private investment in the country with particular regard to this specific sector. Dr. Mehdad consider the « Système national de recherche et d'innovation » as the main actor in order to find new solutions for public transportation problems. At governmental level he underlined a

² Namely Buses and taxis.

positive evolution in considering public transportation as central for the country development. In the 1998-2012 governmental development programme we have had some indirect references to transportation and in particular regarding priorities n. 2 (**Improving the quality of life**, meaning the quality of air and water), n. 4 (**Socio-economic development** - Integrate development of urban areas), n. 6 (**Environment and sustainable development**). But in the new program for Moroccan development (2013/2016) we can find a direct reference to transport and logistic (priority n.4) with also a particular reference to the urban dimension of mobility. Consequently the Moroccan government organized lots of projects on the issue in cooperation with Moroccan Universities. Much more interesting the Moroccan government improved bilateral cooperation on Urban mobility and use of green technologies for the sector transport with an European Partner , namely the Belgian French community. According to Dr. Mehdad, it is fundamental to improve also Moroccan presence in EC funded program. At the moment **Morocco is involved in FP7 (3 projects and four institutions coopted), H2020 (36 submitted projects and 41 coopted institutions, for a total of more than 1 million euros granted), and also TEMPUS.**

Not showed: Veronique Janssen, Fathallah Oulaou

Second Session

Iman Mohammed Wafei Ramadan

The speaker highlighted the key problems which negatively affect sustainable transport and urban mobility in Egypt in general and in Cairo in particular:

- 1) Lack of relationship between costs and benefits together with scarcity of financial resources in this field;
- 2) Pollution (giving as example the new phenomena of black clouds in Cairo);
- 3) Accessibility to public transportation system.



Therefore according to Ramadan in order to answer the high demand of Cairo with a high density of population and a very high rate grow around 2% per year, it is necessary to implement new projects which can integrate business experiences from other political, social and economic sectors. The above mentioned gap between demand and offer is filled by informal transportation system such micro-buses and tuk-tuk. In this sense it is fundamental to

build up new laws aiming at regulating the urban transportation system from the point of view of road safety, accessibility for disable people, clarification on fees.

In fact new projects in Egypt suffered by a lack of management, information and lack of cultural environment able to deal with non-structured projects, as example the new tramway in Alexandria suffered from a very bad management and it has a very low maintenance. In some new lines of Cairo buses, there is wifi however there are no information on how to use it and no information provided are for buses timetable. Moreover, the attempt to introduce a dedicated line for buses has only generated chaos because culturally speaking there was no understanding on how to use the dedicated bus line which was used as park by car users.

Khaled Al-Sahili

According to his experience and on the basis of the current situation in the Occupied Palestinian Territory, the transport system is strictly related with politics. Even if the speaker has always highlighted that his aim of the speech was not to speak on Palestinian politics, it is clear that the public transport system in the Occupied Palestinian Territory suffer from the particular political situation in which Palestinian are forced to live. For this reason, an official public transport system is not active. At the time being, the demand for public transportation is satisfied thanks to taxis and shared transportation systems.

Nevertheless, the level of technology utilized in the very few transports systems active in the territory shows a very high and efficient level of technology. At the time being, in order to implement public transportation, Palestinian government, municipalities and enterprises have different projects in collaboration with international organizations such as the World Bank and USAID. Among the different areas where it is necessary to intervene, it is worthwhile to mention:

- 1) Improving management;
- 2) Increasing interests in bicycling;
- 3) Available tax incentives for cleaner fuel

Within this framework, according to Al-Sahili, it is urgent to:

- Revise “old” policies, regulations, and laws;
- Improve local human capacities;
- Exploring New Technologies and Operation Management to improve PT

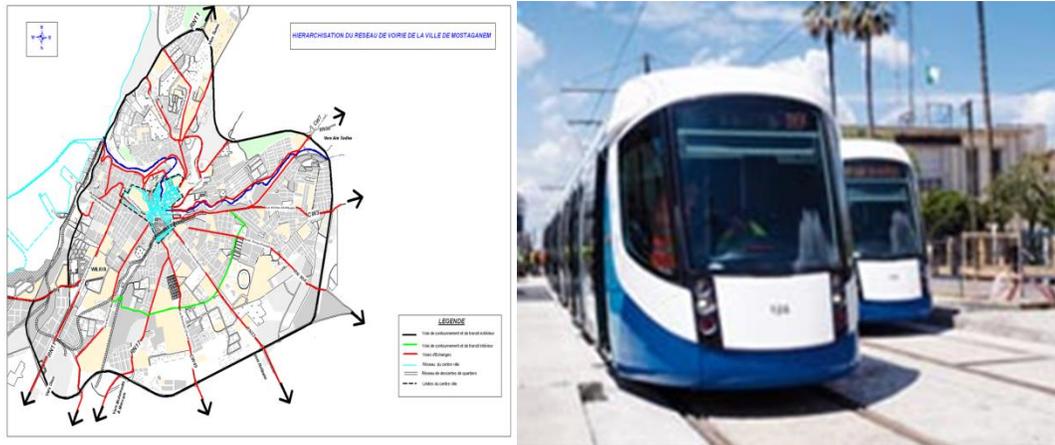
Slimane Himouri

The speaker focuses his attention on Mostaganem city in North-Western coast of Algeria closed to Morocco. During the recent history, the province of Mostaganem received 30 billion of Algerian dinars, around three hundred million euro in order to implement 85 projects focused on public transportations and urban mobility. To contribute to the saturation of urban public transport system, alongside infrastructural problems, it is worthwhile to mention the high rate of individual motorization which is of 24 points superior respect the national average (120 vehicles per 1.000 inhabitants). The high level of individual motorization causes more traffic and congestion in the city and encourages the development of informal transportation to answer the citizen demand. At the same time it prevent the development of a durable and shared system, contributing to environmental pollution.

For this reason the city has promoted a new shared public transportation system by establishing new stations of intermodal transportations between bus, taxi and inter-urban buses. If we observe the railway transportations, we find also here a very limited capacity which has led the local institutions to the creation of a new tramway of 14 Km with 24 stations to serve 150.000 inhabitants and that will cost 140.000 million of euro. This project as the participation of

Italian, French and Spanish experts who will collaborate together to realize the above mentioned project. This shows the willingness of cooperation of this Algerian city with EU countries.

Moreover this project is in a broader national investment plan 2010-2014 which aims, among other objectives, at reducing the atmospheric pollution, to strengthen and increase the mass transportation and to encourage the usage of LPG fuel (liquefied petroleum gas).



Among the several proposals illustrated by prof. Himouri to implement and develop the urban transport in Mostaganem, it is worthwhile the following proposals:

- 1) Improving the transports demand particularly for road transports, shared transports and the level of service;
- 2) Improving the conditions of transportation: duration, frequency, the velocity, time of correspondence with shared transports, comfort;
- 3) Reducing the transfer in individual vehicles especially in the center of the city.

Hend Selmi

The speaker presented the system of transportation in the area of Grand Tunis. As underlined in other countries, we have a part of the public transportation official and regular composed by buses, railway lines and electrified tram plus 35 private lines operated by private enterprises. Along with the public regular and official network, we have non regular public transports composed by taxis and *louages* (buses for inter-urban transfer).

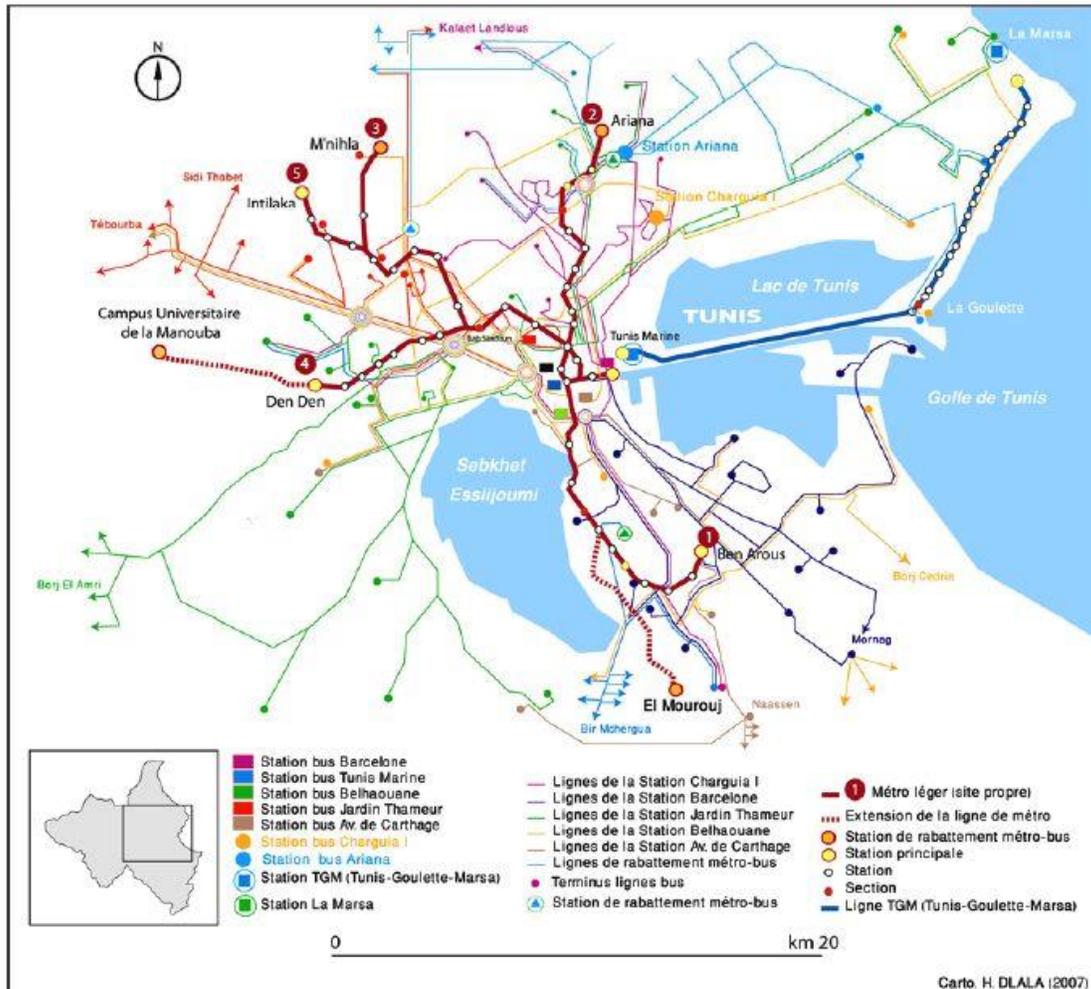
The area of Grand Tunis is not able to meet the demand and this because for a quality problem: comfort, security and punctuality.

One of the main problems it is the absence of inter-exchange places among different transports stations: it is obliged to cross the city center.

The speaker highlighted some recommendations such as:

- To invest in new technologies to reduce the pollution;
- To develop new models for multimodal and intermodal systems;
- To using new technologies to enhance quality of public transportation.

Prof Selmi has also identified some risks such as lack of appropriate budget, high population rate grow and informal transportation together the political and social instability during the transition phase of the country.



F. Betül Guney Akbiyik

The speaker has described the case-study of Istanbul in Turkey where the public transportation system is quite well structured with different tools such as bus, metro-bus, railway, shuttle bus, tram, boat and other and which has a capacity of 11/12 million of users in traveling. Despite this scenario, the speaker has highlighted some problems and needs:

- Mostly based on highway transportation.
- Limited usage of waterways.
- Pick hours problem.
- Needs of extension in Railway lines.
- Promote cycling routes.
- Limited Bus lanes.

To solve these problems, the city is thinking to enlarge the railway network reaching 400 meters length up 2019, at the same time it will improved also the line of metro-bus by establishing

structures which increase the capacity of transport creating dedicated lines to decongesting the traffic and by creating a system of transports active 24/24 hours.



To answer the increasing demand of transport and to enhance their efficiency, the Municipality of Istanbul has decided to invest in:

- an upgrade of technological network related with public transportation;
- Implementing Satellite Tracking and GPRS Fleet Control Management System (To provide line monitoring, line management and line optimization)
- Implementing FLEET MONITORING & CONTROLLING system
- Creating an electronic Fare Collection System which is a secure, fast and accurate information management system that provides users pre-paid travelling in the mass transportation modes;
- Creating a dedicated center to monitor & control traffic flow & provide 24/7 real-time traffic info to citizens;
- Creating a new apps in order to provide users with more traffic information;
- Creating a parking guided system for mobiles;
- Implementing red light violation system and installing new meteorological sensors system;
- Last but not least, implementing the transportations system for disable citizens.

Mona Kamel

The speaker focuses her intervention on pollution identifying the possibility of introducing electric buses lines.

Some key recommendations:

- 1) Replacement of Old vehicles;

- 2) Establishment of an integrated 4- lines for underground Metro cover the Greater Cairo Governorates;
- 3) Enhancement of the role of Urban Transport Regulatory Agency in improving public transport;
- 4) Usage of less polluting fuel .

With specific reference to new projects for EU, Mona Kamel has presented a specific project proposal, that can be organized in two phases:

- Phase 1, in which 12 electric buses have to be tested and evaluated. Electric drive system of the buses would be integrated into Egyptian buses produced by local manufacturers to achieve the best goals. This phase would be followed by
- Phase 2, in which more buses would be employed at different places and also in downtown on longer routes in Cairo. Phase 2 would also encompass a more detailed study on the possibility of local manufacturing of the electric drive systems.

Another priority for a future research project under the H2020 working programme, it could be the following: to Establish & implement a plan for traffic safety campaigns

Fouzia Ghaiti

The study deals with the municipalities of: Rabat, Salé and khirate Témara. All these geographical areas have seen an increasing demographic rate with a consequent increasing of number of travels and people who utilize the public transportation.

The speaker asks to update studies and research to 2015 because they don't show the real statistics of the current situation.

Considering the increasing of mobility is mainly related to employment and studying reasons, it is urgent to improve the public transportation taking into account these two sectors of working. According to the speaker, it is important to conduct research and study in collaboration with national and international institutions dealing with the sector in order to have updated and real scenario of the conditions of public transportation system. Moreover, to improve public transportation service it is fundamental to enhance quality and quantity of buses.

Fabio Pinton

The intervention has been focused on new technologies related to transports and urban mobility.

The speaker presented some solutions applicable to MPCs partners, a sort of inspiring session underlining:

- 1) Integrated approach is needed;
- 2) More intensive use of technology to improve the service efficiency and passenger information
- 3) A stronger integration between the internet and ITS systems

Among the solutions he presented, it is worthwhile to mention the creating of Smart cities, meaning the interaction among the following items:

- Public transport players;
- New technology approaches;
- New governance scheme.

He presented the case-study of Rome, Venice, Malta and Liverpool showing them as best practices useful to understand this kind of integrated approach.

With particular reference to Arab world, the speaker presented the case of Saudi Arabia capital, Riad where, in order to meet the growing demand for transportation, they used an integrated

approach creating a metro and bus system which will be the first public transportation network in the city composed by 2 metro and 22 lines of buses.

The intervention of Fabio Pinton could be read as a methodological intervention aimed to inspire new project ideas and to identify new future research and cooperation projects.

Not showed: Tina Habib

3. Conclusion and Recommendations

The first element to identify as crucial at the end of the Rabat Meeting is that in all the MPC country presented we have an increasing need for public transportation and, at the same time, an evident deficit in the public offer. In the major part of the cases, public transportation need is satisfied by individual user capabilities (by walk, informal transportation, private car, etc..) without relying on a very well developed urban transportation network.

All the presentations provided during the forum respected the original challenges identified thanks to the survey and namely:

Political Recommendations: Political support is required to encourage the use of electric vehicles, transparency and fairness, to provide proper funds, government subsidy to the public transportation sector, Revise “old” policies, regulations, and laws.

Organizational Recommendations: Easier access to information, Necessity of well managed leadership for transportation companies, Improve management

Economic Recommendations: Provide proper funds, Charge private transportation in proportion to their cost to public and use this to finance public transportation, reduce traffic and congestion affecting local and national GDP, Invest wisely in infrastructure, Government subsidy to the public transportation sector.

Social Recommendations: Enhancing awareness on sustainable transport, Participation of civil society in the drafting and elaborations of urban planning documents, Promotion women’s participation in decision-making bodies.

So we can finally sum up recommendations as follow:

- 1 - Promote use of technologies in order to facilitate the use of public transportation network;
- 2 - Promote use of new technologies in order to reduce pollution in the air;
- 3 - Involve local stakeholders with structural projects in order to address national policies and promote transportation in a more global vision;
- 4 - Promote legislative reform in order to facilitate and better organize the legislative framework related with transportation;
- 5 - Promote Enterprise/University cooperation stimulating the research and trying to match “training” with “enterprise’s needs”;
- 6 - Promote high level training for local senior management;
- 7 - Promote use of new technologies in order to reduce the risk for car accidents and improve road safety;
- 8 - Promote new forms of governance;
- 9 - Improve local culture concerning the use of public transportation system, addressing the problem as it was at cultural and societal level;
- 10 - Promote South-South cooperation in order to share similar solution for similar problems (even if with different degrees).

Annex A - Agenda of the 2nd Forum

Meeting place: Salle de conférences de la Présidence de l'Université Mohammed V

Meeting date: 19-20 May 2015

Venue: Angle Avenue Allal El Fassi et Rue Mfadel Cherkaoui, Madinat Al Irfane- Rabat Morocco

Objectives:

- To identify Mediterranean Partner Countries' research and development priorities and common interests in the field of sustainable urban mobility, in particular: urban air quality and mobility, use of electric vehicles, public transport services, urban logistics and urban infrastructure
- To formulate recommendations to the EC in R&D policy on cooperation with Mediterranean Partner Countries
- To identify new possibilities if synergies between EU industries and the MPCs.

DAY 1		Tuesday 19 May 2015, University Muhammad V de Rabat
08:30	Registration	
Opening and keynote presentations		Moderator: Marcello SCALISI, UNIMED
09:00-09:45	Welcome & keynote speech	Prof. Rajaâ CHERKAOUI EL-MOURSLI, Vice-President for Academic Affairs and Research, University Muhammad V de Rabat
	Welcome & keynote speech	Dr. Fathallah OUALAOU, Mayor of Rabat
	The importance of cooperation in research with EC and MPCs: needs and challenges	Ms. Véronique JANSSEN, EU Delegation in Morocco (tbc)
	Objectives of the forum	Dr. Marcello SCALISI, UNIMED Executive Director
Overview on Transports and Urban Mobility in Rabat Municipality		Moderator: Rajaa EL-MOURSLY CHERKAOUI, Vice-President for Academic Affairs and Research, University Muhammad V de Rabat
09:45 - 10:45	General overview of Rabat-Salé Tramway : history, exploitation and foreseen	Dr. Lemghari ESSAKL, President and General Director of STRS (Société du Tramway de Rabat Salé)

	extensions	Ms. Loubna BOUTALEB, General Director delegate of STRS (Société du Tramway de Rabat Salé)
	Regulation of urban transport: pricing and financing	Mr. Hassan NOUHA - General Director Staréo Maroc
	Studies, researches and development on urban mobility and transports at EMI	Prof. Omar DRISS-KAITOUNI, Ecole Mohammadia d'Ingénieurs (EMI) Rabat
	Research on urban mobility in Morocco	Dr. Slimane MEHDAD, Ministry of Higher Education, Scientific Research and Executive Training
10:45- 11:00	Coffee Break and Networking	
The Mediterranean Partner Countries' perspective on the Cooperation in R&D in sustainable urban mobility with the EU		Moderator: Marcello SCALISI, UNIMED Executive Director
11:00-13:30	Transport Development in Lebanon; The Road to Change.	Prof. Tina HABIB , USEK Holy Spirit University of Kaslik, Lebanon
	Towards Achieving Sustainable Urban Mobility in Egypt: An Integrated Transport Approach	Prof. Iman Mohammed Wafei RAMADAN , Arab Academy of Science and Technology and Maritime Transport, Egypt
	The Palestinian Perspective on the Cooperation in R&D in Sustainable Urban Mobility	Prof. Khaled AL-SAHILI , An-Najah University of Nablus, Palestine
	What strategy, diagnosis, issues on mobility: A case-study of Mostaganem city	Prof. Slimane HIMOURI , University Abdelhamid Ibn Badis Mostaganem, Algeria
	The Collective Transport in the Grand Tunis : Findings, Diagnosis and Recommendations	Prof. Hend SELMI , High Institute of Transport and Logistic, Sousse University, Tunisia
More for future: Istanbul case	Ms. F. Betül GÜNEY AKBIYIK , Istanbul	

	<p>Introduction to Electric Bus Technology in Egypt</p> <p>Mobility analysis of the population of Rabat and Salé</p>	<p>Metropolitan Municipality, Turkey</p> <p>Ms. Mona KAMEL, Head of the Environmental Quality Sector, Egyptian Environmental Affairs Agency (EEAA), Egypt</p> <p>Ms. Fouzia GHAITI, Ecole Mohammadia d'Ingénieurs Rabat, Morocco.</p>
13:30 - 15:00	Lunch and Networking	
Roundtable discussions		
15:00-16:30	Présentation de l'Union Internationale des Transports Publics et enjeux du bureau régional « Afrique du Nord »	Chaired by Ms. Dounia GOURRAM, UITP Manager for North Africa
	ITS in the Smart Mobility age: new industrial scenario for action	Chaired by Eng. Fabio PINTON (Chief Operating Officer Engineering and Systems, THETIS)
16:30 - 17:00	Conclusions	
17:00 -17:30	Coffee and networking	

DAY 2 **Wednesday 20 May 2015, Technical visit**
Appointment in front of Tramway Ibn Sina station

10:00 Transport to CDM-Centre de Maintenance in Hay Karima Salé

10 :30 Visite of CDM installations
 M. Putz, Director of Transdev Rabat Salé

11 :30 Return to Ibna Sina Station by Tramway



Rabat-Salé tramway (Tramway de Rabat-Salé) is a [tram](#) system, which was put into service on May 23, 2011 in the [Moroccan](#) cities of [Rabat](#) and [Salé](#). The network has two lines for a total length of 19 km (11.8 mi) and 31 stops. It is operated by [Veolia Transdev](#) with [Alstom Citadis](#) trams.



Appendix B - Participant List

COUNTRY	COMPANY	NAME
Algeria	Université Abdelhamid Ibn Badis de Mostaganem	Mr. Slimane HIMOURI
Belgium	UITP	Ms. Dounia GOURRAM
Egypt	Arab Academy of Science and Technology and Maritime Transport	Ms. Iman Mohammed Wafei RAMADAN
Egypt	Egyptian Environmental Affairs Agency (EEAA)	Ms. Mona KAMAL
Italy	THETIS	Mr. Fabio PINTON
Italy	UNIMED - Mediterranean University Union	Mr. Marco DI DONATO
Italy	UNIMED - Mediterranean University Union	Mr. Marcello SCALISI
Lebanon	USEK Holy Spirit University of Kaslik	Ms. Tina HABIB
Lebanon	USEK Holy Spirit University of Kaslik	Mr. Lindos DAOU
Morocco	EU Delegation in Morocco	Ms. Véronique JANSSEN
Morocco	International University of Rabat	Ms. Nada SBIHI
Morocco	International University of Rabat	Mr. Mounir GHOGHO
Morocco	International University of Rabat	Mr. Ali EL HASSANI
Morocco	International University of Rabat	Mr. Mohammed BOULMALF
Morocco	Ministry of Higher Education and Scientific Research	Mr. Slimane MEHDAD
Morocco	Moroccan Municipality	Mr. Fathallah OUALAOU
Morocco	Tramway Rabat	Mr. Lemghari ESSAKL
Morocco	Tramway Rabat	Ms. Loubna BOUTALEB
Morocco	Tramway Rabat	Ms. Nadia JEBROU
Morocco	Ecole Mohammadia d'Ingénieurs	Mr. Omar DRISS-KAITOUNI

Morocco	Staréo Maroc	Mr. Hassan NOUHA
Morocco	Ecole Mohammadia d'Ingénieurs	Ms. Fouzia GHAITI
Morocco	University Muhammad V de Rabat	Ms. Rajaa AL MOURSLI CHERKAOUI
Morocco	University Muhammad V de Rabat	Mr. Saïd AMZAZI
Palestine	An-Najah University of Nablus	Mr. Khaled AL SAHILI
Palestine	An-Najah University of Nablus	Mr. Sameer ABU EISHEH
Tunisia	High Institute of Transport and Logistic, Sousse University	Ms. Hend SELMI
Turkey	Istanbul Metropolitan Municipality	Ms. F. Betül GÜNEY AKBIYIK

Annex C - Questionnaire



Questionnaire

Which of the following research topics would you be interested to cooperate with the EC?
 If yes, please give your reason, your idea for a research project and potential partners (in Europe and in Mediterranean Partner Countries).

Research topics	Yes/No	Reason	Your idea for a research project	Potential partners
Improving public transport				
Encouraging use of public transport				
Facilitating multimodal journeys				
Improving traffic operation				
Sustainable transport planning and policy				
Deployment of clean vehicles				
Urban logistics				
Parking management				
Passenger information and traveller information services				
Use of smart phone for traffic data collection and information dissemination				

Cooperation with bus manufacturers in order to understand state of the art and give information on local needs to the industry				
Policy study on sustainable transport planning and land use				
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				
Improve traffic safety such as traffic safety campaigns, implementation of cycling lanes				

Please propose additional research topics by filling in the following table.

Research topics	Reason	Your idea for a research project	Potential partners

Who are the local, regional and national stakeholders you are used to deal with on Public transports issues in Mediterranean Partner countries?

Stakeholder	Project/initiative (local, regional, national, international)

What kind of research is currently being done on this subject that could affect the public transportation system?

Stakeholder	Project research description (local, regional, national, international)

Are there any political/organisational/economic/social challenges that may affect the success of public transportation usage?

Political challenge	Organisational challenge	Economic challenge	Social challenge

Which kind of recommendation you will provide in order to improve the specific aspect of sustainability in public transports?

Recommendation Type (Political, social, economical....)	Recommendation description

How the research cooperation on this topic with MPC could help to develop industry within the EU?

Please list any kind of direct or indirect Industry benefits within EU