

Project partners

TNO	The Netherlands Organisation for Applied Scientific Research TNO	NL	www.tno.nl
ETRA	ETRA Investigación y Desarrollo	ES	www.grupoetra.com
CRF	Centro Ricerche Fiat S.C.p.A.	I	www.crf.it
INRIA	Institut National de Recherche en Informatique et en Automatique	FR	www.inria.fr
ITS	Institute for Transport Studies, University of Leeds	UK	www.its.leeds.ac.uk
DLR	German Aerospace Center	DE	www.dlr.de
Robosoft	Robosoft	FR	www.robosoft.fr
TRG	Transportation Research Group, University of Southampton	UK	www.trg.soton.ac.uk
CSST	Centro Studi sui Sistemi di Trasporto S.p.A	I	www.csst.it
TRW Conekt	TRW Limited trading as CONEKT	UK	www.conekt.net
IKA	Institut fuer Kraftfahrwesen der RWTH Aachen	DE	www.ika.rwth-aachen.de
SINTEF	The Foundation for Scientific and Industrial Research at the Norwegian Institute of Technology	NO	www.sintef.no
DITS	Dipartimento di Idraulica Trasporti e Strade Università di Roma "La Sapienza"	I	w3.uniroma1.it/dits/homedits.htm
GEA	GEA J-M Vallotton - T. Chanard SA	CH	www.geapartners.ch
POLIS	Promotion of Operational Links with Integrated Services aisbl	BE	www.polis-online.org
RUPS	Rups Consultants (Advisors) for Innovation	NL	www.rups.nl
TML	Transport & Mobility Leuven	BE	www.tmleuven.be
ISIS	Institute of Studies for the Integration of Systems	I	www.isis-it.com
TECHNION	Technion (IIT) Research & Development Foundation	IL	www.technion.ac.il
ROMA	Comune di Roma, Dipartimento VII Politiche della Mobilità	I	www.comune.roma.it
ITR	Ingegneria dei Trasporti	I	www.itroma.com
ATS	Advanced Transport Systems Limited	UK	www.atsltd.co.uk
GVA	Generalitat Valenciana	ES	www.gva.es
FCVARE	Fundación Comunidad Valenciana Región Europa	ES	www.uegva.info
ENQ	ENQ, Sociedad Limitada	ES	
UNI	Uniresearch BV	NL	www.uniresearch.nl
ATAC	ATAC S.p.A. - Agenzia per i Trasporti Autoferrotramviari e la Mobilità del Comune di Roma S.p.A	I	www.atac.roma.it
UPPSALA	City of Uppsala	SE	www.uppsala.se
EPFL	Swiss Federal Institute of Technology EPFL	CH	www.epfl.ch

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Towards advanced transport for the urban environment



SIXTH FRAMEWORK PROGRAMME



Funded by the Sixth Framework Programme of the European Commission

CityMobil is an Integrated Project, co-funded by the EU. The project has been set up to gain more knowledge on the integration of automated transport systems in the urban environment. While the problems of mobility in cities have been identified, the solutions to be put in place are still in their infancy. Currently new solutions are being tested, based on advanced city vehicles in car-sharing mode, on fully automated vehicles which run on new infrastructure and, as a transition to fully automated road transport, on dual-mode vehicles.

Dual-mode bus in Castellón



ULTra PRT system supplied by ATS to be deployed at Heathrow airport



Why do we need new solutions?

Every (major) city suffers from the problems that are related to increasing mobility demands. Cities have to deal with pollution, congestion and safety problems caused by increasing traffic. Traditional means of traffic regulation are not sufficient anymore and drastic solutions, like banning cars from central areas or levying high taxes are unpopular. CityMobil will contribute to solutions that will allow increased mobility in a well-controlled manner, with low emission systems resulting in higher safety levels and increased efficiency, using separate infrastructure or even the existing roads.

CityMobil Objectives

The CityMobil projects aims to test and demonstrate new solutions for mobility in various European cities. The goal is to achieve a more effective organisation of urban transport, resulting in a more rational use of motorised traffic with less congestion, less pollution, safer driving, a higher quality of living and an enhanced integration with spatial development.

CityMobil Outcome

At the end of the CityMobil project there will be at least three sites where an actual automated transport system is in operation and where the first results have been evaluated. These will not just be demonstrations of technological possibilities, but fully fledged integrated solutions that will be operated and maintained in the long term.

CityMobil Main Demonstrations

In the **Spanish town of Castellón** (near Valencia), dual-mode buses have been deployed, which can be operated in automatic and manual mode. This area is one of the fastest growing areas in the Valencia region. The growing tourist industry combined with more than 20 000 students at the University means that the city is in even greater need of an efficient public transport system. In the first phase the system will connect the University and the city centre. In future there will be connections to commercial centres, the port and the beaches, resulting in a system which will have a total length of over 40 km.

At the new **exhibition centre in Rome**, a fleet of fully automated Cybercars will operate in the car park shuttling visitors between the car park and the exhibition centre. In the final phase the system will provide a fully on-demand service, and vehicle reservation will be integrated with the car-park management system. Each time a car passes the car-park gate it will receive the parking space number to which it has been allotted and an automated vehicle will be called to wait for the car occupants at the closest stop to the allotted space.

At **Heathrow airport**, a personal rapid transit (PRT) system, called ULTra, will carry people from the car park to the terminals. ULTra is a system based on small, light and energy efficient vehicles on a dedicated guide way network offering a personal, automated taxi service with point-to-point, non-stop travel and no waiting. The Heathrow scheme will take the form of a pilot project, 3.9 km in length, linking the passenger car park and terminal areas. Success of the pilot may lead to the roll out of the system over the whole of Heathrow and to other airports, with links to public services in the local area.

Showcases and city studies

In addition to the three large scale demonstrations there are other activities for local authorities and other bodies with an interest in automated systems: these are the small-scale demonstrations, the showcases and the city studies. Showcases aim to show to a predominantly local audience (authorities, general public, businesses, press) what automated transport can look like in practice. A small fleet of 3 cybercars and 3 advanced city vehicles has been built to be brought to interested cities for a one to two-week demonstration. A Cybercar showcase has already taken place in the city of Daventry (UK). Others are planned in Vantaa (Finland) and Trondheim (Norway). An Advanced City Vehicle showcase took place in La Rochelle (France). The city of Uppsala (Sweden) was selected as a site for a city study evaluating the feasibility of a pilot PRT system. In Madrid, Trondheim, Vienna and Gateshead, modelling studies have been conducted and evaluated. The city of Lausanne (Switzerland) has been selected as a city for a small-scale demonstration.

Advanced City Cars showcase in La Rochelle (FR)



Cybercars showcase in Daventry (UK)



Cybercars



ULTra vehicles in an urban landscape



Any Questions:
Please contact us or visit our website at:

www.citymobil-project.eu