The 8th International Sino-French Sustainable Urban Transport Systems Forum

THNS 2015: Green Integrated Intelligent Transport System

25th-28th, November, 2015

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Forum Background

Sino-French Forum of Sustainable City Transportation System (THNS), is under the frame of the cooperation agreement on urban sustainable development signed by the Chinese Ministry of Housing and Urban-Rural Development and the French Ministry of Ecology, Sustainable Development and Energy in 2007. From 2008 to 2014, seven forums have been successfully held. The 8th Forum (THNS2015- Green Integrated Intelligent Safe Transport System) will be held in Paris from 25th to 27th, November, 2015.

The forum aims to promote academic exchanges and international cooperation in the field, increase the level of transport sector scientific research and advocate the sustainable development of integrated transport systems for a mobility concerned about green and environmental protection. Personnel to participate in this forum include urban planning and management, transportation, public transportation, rail transportation, energy and environment experts and scholars, government departments, policy makers, as well as representatives of the business community.
As an international cooperation focused on Sustainable Transport, the THNS 2015 is part of the program of events supported by the Advancity Paris Region cluster for the preparation of the Conference COP21 (International negotiations for the climate).

Agenda of the Forum

25th November, Wednesday 2015 **– Ecole Nationale Supérieure d'Architecture de Paris Belleville, 60 boulevard de la Villette 75019 PARIS**

Urban Public Transport - 13h00 to 18h00
Opening: ***Philippe PROST****, Chairman of the Board, ENSA Paris Belleville*

Pierre CLEMENT, Architect, Président of Arte Charpentier Architects, Research by Design : Exploring *Synapsis.* New Central Business District C.B.D.- Riverside Wuchang, Wuhan

WU Jiang , Professor, Tongji university, Space, Environment and Urban Life ： Challenges to Shanghai's 2040 Planning

Cristiana MAZZONI, Jian ZHUO, Jean-Daniel KUHN, ENSA Strasbourg-Tongji university-SYSTRA The Sino-French Chair on "Innovative Metropolitan Mobility". Objectives and contents 2015-2017

Cristiana MAZZONI, Professor, Associate Chair, ENSA Strasbourg, et Lang FAN, PHD candidate, ENSA Strasbourg, Nanjing South Railway-station: a new metropolitan core

Jian ZHUO, Professor, Associate Chair, CAUP, Tongji University, TOD, an urban paradigm to test the Chinese city : the case of Shanghai

Jean-Daniel KUHN and **Marjorie PRIOU**, SYSTRA, The method of the FabLab in China - Perpetuate the workshop in the long term

Mathieu VOISIN, SYSTRA, Towards sustainable mobility in Shanghai metropolis : tramway vector of a sustainable politic articulating town planning and transports

Antoine CHEVRE - SYSTRA and **Isabelle TREVE** – CEREMA, Tramways in China : COOPOL Mission

TANG Yuqing, Associate professor of College of Architecture and Urbain Planning, Tongji University, The Research on Underground Space Capacity Planning Control based on Transportation Capacity

LIU Bing, Associate professor of College of Architecture and Urban Planning, Tongji University, Investigating the Usage Characteristics of Bicycle-sharing System under Multi-scaled Built Environment of Hangzhou City

Thomas RICHEZ , Architect, French experience concerning tramways

Jing HU, China Academy of Urban Planning&Design, Interaction of rail transit terminals and urban function

26th November, Thursday 2015 **– EIVP, Ecole d'ingénieurs de la Ville de Paris, 80, rue Rébeval 75019 Paris**

Policies, Strategies and Finance – 13h00 to 18h00
Opening of the session: ***Régis VALLÉE****, Director of EIVP*

Key note Speaker : **Yves ATTOU**, President , World Committee for Lifelong Learning

Esther DUBOIS, Professor in EIVP, Présidente of complex'Cité , and **Francine DEPRAS**, SIMARIS, Mobility agencies: a dynamic interface between territorial policies , management of mobility and learning throughout life

Mireille FERRI, CEO of AIGP, presentation of AIGP

William YON, Dominique Perrault Architecture, Mobility with roots

David MANGIN, Architect, the joint of the Grand Paris Express and its neighborhoods; challenges and methods: urban mangroves.

Mathieu LUZERNE and **Olivier TROULLIOUD**, CEREMA, Multimodal optimization study trips across the Aix-Marseille corridor

Zhang SUN, Tongji University, On Chinese Railway Enterprises' "Go Global" Strategy

***27th November, Friday 2015* – IFSTTAR, 14-20 Boulevard Newton, 77420 Champs-sur-Marne**

Inter-city Transport and intermodality – 9h30 to 12h30

Opening Agnès JULLIEN, IFSTTAR and Christian CURE, CEREMA Director, Direction technique Territoires et ville

Roger PAGNY, **Hervé PHILIPPE**, DGITM/MTI, **Thomas DURLIN**, CEREMA, ACTIF : French Interoperable Transport Systems Design Assistant

Kasia BOUREE, KBIC, Seamless travels : methods and tools in information technology for public transport

Michel MUNOZ, ATEC ITS-France, LasDIM project

Etienne CHEVREAU, THALES, How Smart Mobility meets urban transport plans ?

Marc POUJET, HUAWEI, a better connected railway

Michel ROSTAGNAT, CGEDD, Mobility policies in the cities at the time of COP 21

Damien MURAT, TOPOS Aquitaine , ITS for the Climate, one of the 13 initiatives for the Climate Conference Paris COP 21

Alexis BACELAR and **Ludovic SIMON**, CEREMA, The assessment of a measurement system of carpooling

Cooperation between European and Chinese cities - 14h00 to 16h00

Olivier CAZENAVE , Director of the Fondation Prospective & Innovation : the Euro-China Smart Mobility City Award 2015, in relation with CINEV 2015 in HongKong

Xuan LIU, Michelin Challenge Bibendum, MCB Open Lab : Innovation Ouvert à la lumière de la Prospective

Conclusions: 16h00 to 16h30

Jean-François JANIN MEDDE/DGITM, ITS in the Sino-French cooperation after the Bordeaux Congress,
PAN Haixiao Tongji University , WCTRS in Shanghai and THNS in 2016
Louis FERNIQUE Head of the ITS Task Force, Ministry for Ecology, Sustainable Development and Energy, Conclusion

28th November, Saturday :

Option (1) : 10h00 to 12h30: meeting about the traffic management system of Seine-Saint Denis (with Michel MUNOZ, expert in traffic management, in ENSAE Paris Belleville, 60 boulevard de la Villette 75019 PARIS) and visit of the T3 tramway in Paris Porte de la Villette

Option (2) : 14h00 to 15h00: presentation of the ecodistrict Paris Clichy Batignolles (http://www.clichy-batignolles.fr/english) venue: House of the project, 155 bis, rue Cardinet, 75 017 Paris (with Thomas RICHEZ, architect)

Conference Registration and Contacts

The official websites http://www.urba2000.com/forum-THNS and http://THNS.tongji.edu.cn will give updated information about the events.

Guidebook

Urban Public Transport

Research by Design : Exploring Synapsis - New Central Business District C.B.D.- Riverside Wuchang, Wuhan

Pierre CLEMENT Pierre began his career in Asia. Architect in Laos, he worked with Joseph Belmont upon his return. His experiences in Asia led him to a degree at the Institute of Oriental Languages and the Ecole des Hautes Etudes en Sciences Sociales, to do a doctorate in ethnology. The desire to develop a specific disciplinary architectural knowledge steered him towards teaching and research at the Institute of the Environment and then at the Centre for Architectural Research and Studies at the Ecole Nationale Supérieure des Beaux-arts for 10 years. He participated in the creation of the French Institute of Architecture, where he developed, in the early 80s, active cooperation with China. In 1984 he was appointed professor at the Ecole Nationale d'Architecture Paris-Belleville, where in 1992 he became head of the Iprraus research laboratory, joint CNRS–Université Unit.
Since 1989, Pierre has been an architect and urban designer, responsible for major development projects and architecture within Arte Charpentier, for which he was appointed Chairman in 2011.
Engaged in large-scale urban transformation of Chinese cities, he is responsible for the development project of the bay of Algiers and participates in the works of Grand Paris associate of Seine Metropole, Paris Rouen Le Havre.

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LECTURE

For the new Central Business District (150 hectares and 4 million m^2) along the Yangzi River (Wuchang District in Wuhan City) we are trying to experiment with different and new ways of thinking and designing inspired by synapsis.
Primarily, we emphasize the approach by pedestrians to the site: by their mobility, their scale, and their well-being. In this regard, we try to concentrate the accessibility of cars on main streets and reduce the dimensions of the internal streets and alleys.
Secondly, we had the good fortune to have three subway stations on the site giving us the opportunity to orient the organisation of the site around public transportation (subway and bus) and to set a new spatial structure, the synapsis, to connect all the important locations of the site (main and tall buildings, parks, waterfront, and underground commercial districts).
This connection of pedestrian and public transportation modes creates the synapsis; it creates a multi-level network of terraces, bridges, and galleries structuring the district by linking various different nodes (facilities and underground shops) through the use of public space.

Space, Environment and Urban Life： Challenges to Shanghai's 2040 Planning

Prof. Dr. **Jiang WU**, planner and 1st class registered architect of China, now the Vice President of Tongji University, Shanghai. He is Chairman of Shanghai Urban Planning Society, Vice Chairman of Shanghai Architecture Society, member of Steering Council of the Architecture Society of China (ASC) and foreign member of Academy of Architecture of France. From 2011, he was elected as the chairman of the Global University Partnership for Environment and Sustainability in Nairobi (GUPES). He is also the editorial committee member of several top academic journals such as TIME + ARCHITCTURE (Tongji University), WORLD ARCHITCTURE (Tsinghua University), URBAN PLANNING FORUM (Tongji University), PUBLIC ARTS (Shanghai University) and Shanghai Urban Planning Review.
Wu was educated in China, got his degrees of Bachelor, Master and Doctor from the College of Architecture and Urban Planning in Tongji University. In the past 20 years, Wu has published more than 10 books and more than 60 articles in his research fields.

LECTURE

Shanghai is making a new master plan called 2040 Planning. Regarding this planning, there are several considerations that should be put on the most important strategic level.

- Spatial Strategy: High Density New Towns
- Environment: The future of Shanghai counts on Urban Ecological Environment
- Urban Life – the Charms of the City

Nanjing South Railway-station: a new metropolitan core

Cristiana MAZZONI is an Architect and Urban Planner, Professor of Urban design and PhD Director at the Ecole Nationale Supérieure d'Architecture of Strasbourg (ENSAS). She is Director of the Research Laboratory "Architecture, Morphology/Morphogenesis and Project" (AMUP EA 79309 - French Ministry of Culture). Currently, she coordinates two major research projects for the French Ministry of Environment (MEDDE) and the French Ministry of Culture and Communication (MCC) on the topic of mobility, railways and railway stations, and on the topic of metropolitan regional patterns. She is the French Director and Scientific Manager of the Sino-French Dual Master's Degree in Urbanism and Architecture (ENSAS-Tongji University) and the French Scientific Director of the Sino-French Chair of Innovative Metropolitan Mobility (ENSAS - CAUP Tongji University – SYSTRA, 2015).

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FAN Lang（樊朗） is an Architect, PhD candidate and Researcher of the AMUP Laboratory (EA 7309 -ENSA/INSA of Strasbourg), and Project Leader for Sino-French academic exchanges. She coordinates the Sino-French Dual Master's Degree of ENSAS. 2007-2010: Architect in AADI (Alsace Architecture Design Institute), Office Manager of AADI in China, Project Manager of Alsace Pavilion (2010 Shanghai world expo). 2010-2015: Lecturer at ENSA Strasbourg.

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LECTURE

France has been known for its development of high-speed rail network technology since the 1960s, whereas for China, its railway network was developed almost 40 years later but with considerable speed. In fact, during the decades of 2000 and 2010, an extremely rapid development of high-speed lines contributed to the modernization of the whole Chinese railway system. Today, high-speed rail in China is the largest network in the world. However, over the last twenty years, France has developed interesting interconnections resulting in integrated systems between high-speed train lines and new slow mobility networks of tramways, cycling corridors and pedestrian paths.
The analysis of the project of Nanjing South railway station (2008-2010) allows us to question the Chinese pattern of railway stations as new important metropolitan cores. The Nanjing South railway station, with its 24 tracks, is the biggest railway infrastructure in China, linked to a new town of 300 000 inhabitants, yet the interconnection with the 'last kilometer' mobility networks (tram and bicycle) appears inadequate. The objective of our lecture is to introduce the topic of mirroring Chinese and French experience in the matter of high-speed versus low-speed rail networks, and to understand how China and France can work together on the construction of a new urbanity in (and around) their railway stations.

TOD, un paradigme urbanistique à l'épreuve de la ville chinoise : le cas de Shanghai

Jian ZHUO is Professor and Associate Chair of Urban Planning Department in Tongji University. He holds Bachelor Degree in Urban Planning and Master Degree in Architecture from Tongji University. . In 2000, he participated in the program "150 Chinese architects in France" jointly initiated by the presidents of China and France. After obtaining the

Diploma of French-registered architect (DPLG) at the Ecole d'architecture, de la ville et des territories à Marne-la-Vallée, he pursued his research on urban transportation speed regulation at École nationale des Ponts et Chaussées where he was awarded Ph. D degree in 2007.
Based in China since 2008, he contributes actively to the exchange between China and Europe. He is member of editorial board of *Urban Planning International*, PTSC member of CODATU, and individual member of APERAU International. Prof. ZHUO secured funding from the National Nature Science Foundation of China, National Social Science Foundation of China, Ministry of Education of China and Shanghai Municipal Government. Focusing on physical and political environment of urban mobility in Chinese cities, his research field covers the interaction between the land use and transport system, the spatio-temporal organization of network city and the social impacts of local transportation policy. In the meantime, he is actively involved in planning practices, such as the integrated design of transportation infrastructure into the urban space, the traffic calming in historic districts, the elaboration of Master Development Plan and the Local Transportation Plan.

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LECTURE

Le *Transit-Oriented Development* (TOD) à l'initiative des architectes-urbanistes de *New Urbanism* est un concept largement diffusé en Chine. Il a été considéré comme un modèle du développement urbain durable permettant mieux d'articuler urbanisme et transport collectif et adapté aux villes chinoises : la particularité du régime foncier du pays et l'urbanisation rapide en cours – très marquée par la forte densité et la réalisation des nouvelles infrastructures de transports modernes – sont des facteurs favorables à la mise en œuvre de cette doctrine. Certains chercheurs parlent même d'une « opportunité historique » pour édifier la ville de future. Bien que cette notion soit déjà omniprésente dans des documents de planifications urbaines depuis certain temps, il est très difficile de trouver aujourd'hui un cas concret réellement réalisé conforme aux critères définis par les initiateurs du concept.
Pourquoi un référentiel bien approprié par les urbanistes chinois ne résulte ensuite pas de « bonnes pratiques »? A partir de cette question, cette communication prendra des cas à Shanghai réalisés selon le paradigme du TOD afin de mettre en avant comment la logique économique a dominé les démarches et les méthodes du projet urbain. Une grille d'analyse sera établie pour comparer les cas dans leur fabrication : les objectifs affichés, les mesures adoptées et les résultats réalisés. Dans la conclusion, les transformations récentes de la doctrine urbanistique en Chine seront brièvement présentées afin de donner une nouvelle perspective pour la mise en œuvre de TOD.

The method of the FabLab in China - Perpetuate the workshop in the long term

Innovation Programs Director - SYSTRA

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LECTURE

At the End of October 2015, SYSTRA was co-signatory with the Ecole Nationale Supérieure d'Architecture de Strasbourg and the CAUP (College of Architecture and Urban Planning - Tongji University in Shanghai) of a Chair to develop joint projects Research on planning of cities.
This agreement follows the logic of the Franco-Chinese collaboration initiated in 2014, which resulted in three workshops taking place each semester on a topic of public transport in a Chinese city.
The first took place in Nanjing in November 2014 and focused on sharing concepts of roads and urban integration in a generic context. The second in March 2015 with Tongji University has aimed to think rehabilitate the site of the Universal Exhibition of 2010. The third in November 2015 with the University of East Nanjing allowed requalify the area surrounding the existing tram line to increase its attendance.
The aim of this collaboration is not to reconcile the visions but to understand each point of view and every cultural

approach to determine the best approach in the context of China's development.
This intervention offers to explain the method to place this collaboration between multicultural contexts and actors, between cultural understanding and collaborative work approach.

Towards sustainable mobility in Shanghai metropolis : tramway vector of a sustainable politic articulating town planning and transports

Mathieu VOISIN is project manager at SYSTRA advice Council and teacher at the Ecole des Ponts Paris-Tech. He manages studies related to the definition of networks and infrastructure of public transport in France and abroad : Tehran, Baku, Grand Paris metro networks, San-José, Phnom-Penh, Tbilissi, Toulouse tramway networks. He also worked as an assistant to the mastery of work for the design of tram lines in France (Besançon and T1 line in Paris Region)

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LECTURE

Submitted to sustained economic development and reached a critical threshold of saturation of its road networks, Shanghai metropolis faces today with strong urban and environmental constraints that require rethinking mobility more sustainable conditions. In this metropolis with major transport infrastructure and a strong political ambition, context is favorable today to the deployment of surface public transport that will streamline mobility while generating added value on the living environment.
Building on significant cases from the urban renewal experience generated by 30 years of deployment tram lines and networks in France, this pitch seeks to demonstrate how a vision of integrated transport planning from the upstream problems of mobility, intermodality and requalification of public spaces can generate positive externalities on the transformation of the urban fabric and improve the socio-economic effectiveness of investments needed to deploy infrastructure.

Tramways in China : COOPOL Mission

Graduated from a French engineering school in the fields of Chemistry, Physics and Electronics (CPE Lyon, Degree 1999), After a first professional experience in the field of computer, **Isabelle TREVE** joined the Ministry of Ecology and Transport, as a Civil Engineer: National School of Public Works (ENTPE, 2002). I'm working on various aspects of transportation: car traffic information, promotion and planning of sustainable urban mobility. Specialist fields :
 Complementary, scope of application, efficiency of each public transport mode
 Public transport organization and cooperation
 Integration of transport project and urban ter
Suburban territories and transport services

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Antoine CHEVRE is a general and urban planner engineer. He has acquired extensive knowledge of the field of planning and engineering in urban public urban and rail transport through 10 years of experience within the SYSTRA Board of Management. Since 2006 he practices team management on transportation planning studies in France and abroad. Among the various projects, we can list Lens tramway project in the mining area , Ouargla in Algeria or the opportunity studies in Phnom Penh in Cambodia.
Antoine CHEVRE is also involved in higher education cycles with engineering students (EIVP) and internally to the company as a trainer of the cycle " Domaine Urbain 1 ".

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LECTURE

This presentation aims to present the teachings of the exploratory mission on the tramway in China (October 2015) organized under the COOPOL program of scientific and technical service of the Embassy of France in China by SYSTRA and CEREMA.
This mission had for objective to put a crossed look between French and Chinese actors on the issue of the perception of the tramway in China. The mission allowed to meet Chinese private or public actors on 4 different Chinese cities (Canton, Shenzhen, Wuhan, Beijing). In a context where China is turning to this mode of transport, these exchanges allowed to better identify and understand the Chinese context of governance and implementation of such systems.
This mission is organized around various structures (urban planning institutes in charge of planning the territory for the municipality, transport institutes, companies in charge of building and operating transport systems).

The Research on Underground Space Capacity Planning Control based on Transportation Capacity

Current Positions: **TANG Yuqing** is Vice-Prof. and Master Degree Candidate Supervisor of Department of Urban Planning, College of Architecture and Urban Planning, Tongji University ; Registered urban planner of Tongji Urban Planning and Design Institute , One-level registered architect ; Member of Chinese Society of Urban Planning and Shanghai Society of Urban Planning
Courses: Urban Road and Transportation, Planning and Design of Residential District and Urban Design (Bachelor Degree Candidate Students' Course); Urban Transportation Course (Master Degree Candidate Students' Course)
Research interests: Urban Comprehensive Transportation Planning; Urban Logistics Space Planning; Urban Underground Space Planning

LECTURE

The cities have entered into the era of rapid development on underground spaces in China. For the lacking of planning controls and blindness on underground space developments, negative influences have been brought about in these cities. Just like plot ratio is the core in regulatory plan for aboveground spaces, the capacity is essential for underground space planning control. This research discuss on the methods on the determination for underground spaces capacity. Therefore, the planning control can be extended from aboveground to underground and form the overall planning control.
From the point of view on transportation supplies, transportation capacity can be extended from traditional aboveground to underground such as underground railways, underground roads for vehicles, underground passageways, which will promote the overall transportation capacity. Underground parking lots are main part of underground spaces development. On one hand, it will add the capacity of underground static transportations. On the other hand, it will put forward corresponding demands on aboveground roads systems. From the point of view on transportation demands, underground public facilities such as commercial, recreation and catering will increase the traffic load greatly. Therefore, the adding transportation supplies and demands will be added to the former transportation and space capacity which will result in the integrated planning control for aboveground and underground transportation and space.
On the basis of these methods, the interaction between integrated transportation and space can be carried out in the district such as central areas, transportation hubs, traffic crowded areas and so on. The characteristics and laws can be investigated thoroughly in these areas. As a conclusion, the principles and methods to determine the capacity of underground space can be obtained from the integrated research on transportations and spaces.

Investigating the Usage Characteristics of Bicycle-sharing System under Multi-scaled Built Environment of Hangzhou City.

LIU Bing, PhD, Associate Professor and Ph.D. Candidate Supervisor of Urban Planning Department, Tongji University; Editor of Urban Planning Forum; Co-director of Urban Transport and Underground Space Planning Studio, Shanghai Tongji Urban Planning and Design Institute.
Her research interests include mobility and sustainability, green transport planning and policy, urban spatial structure and transport system planning, multi-modal transport integration, etc. She undertakes teaching and consulting work both on transport planning and urban planning, and is

responsible for NSFC project of "study on the bicycle-sharing usage characteristics, behavior mechanism and green strategies under multi-scaled built environment". She took on a number of major planning research projects for Chinese large cities such as Shanghai, Hangzhou, Naning and Wuhan in recent years.

LECTURE

In this study, usage characteristics of bicycle-sharing system is evaluated with a weekday data of Hangzhou. The main indicators such as amount of usage, turnover rate, rental-return ratio and peak coefficient are analyzed for all stations in fine-grained level, and the usage characteristics are compared between different traffic zones. The impacts of built enviroment on bicycle usage are further examined from neighborhood and district scale, considering the factors of location, dominant land use and mixture index of land uses, etc. It is found that the usage features are not only subject to the technical property of a bicycle, but also affected by the arrangement of station facilities and multi-scaled built environment. While more than 50% of the usage is within 15 minutes in total, the rental time distribution is varied from stations, depending on the location and size of riding area of them; besides, turnover ratio and rental-return ratio is significantly correlated to the land use mixture of neighborhood scale. It is suggested that efforts should be made both on the system upgrading and land use optimization in order to improve the service level and operating performance of Hangzhou bicycle-sharing system.

French experience concerning tramways

Co-founder, partner-CEO of Richez_Associés, and director of Z D_R in Kuala Lumpur, **Thomas RICHEZ** has been president of AFEX (French organisation for architects working abroad) from 2002 to 2008. Architect, engineer and urban planner from French engineering school Ecole Nationale des Ponts et Chaussées (ENPC), and graduate of the Ecole Polytechnique, Thomas Richez developed a holistic approach to his profession from the very beginnings of the practice in 1985, fully exploiting the three disciplines. The practice's architectural activity was developed in France and in Asia, with projects such as the towers for the Euralille development and the French embassy in Singapore. Work designing new urban plans and public spaces has included the Grisettes development in Montpellier, the Charolais-Rotonde project in Paris, and the new city of Putrajaya in Malaysia. An expertise in transport systems has been built on projects such as the tramway lines in Le Mans, Orleans and Tours, as well as transport interchanges including La Baule and Lens.
He is currently working on several metro station projects within the urban development project Grand Paris, on the le Havre congress complex, and advises the City of Sydney on the St George street tram project.

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LECTURE

For 30 years, France has been implementing new tram lines, like China is starting to do.
Whilst this means of transportation had almost completely disappeared after the second world war, 25 cities from 200.000 to 10.000.000 inhabitants, this being almost all the French cities of this size, have developed one or several lines, as their main transportation system, for the smaller ones, or as an addition to metro systems, for the bigger ones.
All these projects have been designed in the same time as efficient and user-friendly means of transportation, with dedicated space, low floor trains, fully accessible stations, careful interchange facilities with the other systems, including park and ride, new circulation plans and traffic management providing speed and regularity to the tram, but also as public realm regeneration projects : streets and plazas have been completely retrofitted, from building line to building line, so as to cater as well as possible for all the uses of the public space (walking, cycling, parking, shopping…) but also as a new amenity, involving a quality of the surfaces, generous vegetation, comfortable urban furniture… so that this better city offers a better life.
Will the Chinese tramways soon to come share this ambition, and this success ?

Interaction of rail transit terminals and urban function

HU Jing, was born in October 1984, registered planner, working at China Academy of Urban Planning and Design.

1.Main research directions: planning and design of railway passenger hubs, areas along urban rail transit, urban development strategy planning, urban master planning.

2. Representative works:

1) The National High Technology Research and Development Program of China(863 Program) “the key functional techniques of large high-speed comprehensive transportation hub " won the first prize of "China Construction Science and Technology Award" in 2014.

2) "The economic and social functions and values of the modern new railway station", which is commissioned by China Railway Corporation, won the first prize of "Railway Science and Technology Award”

3) “Coordination of passenger transport hub and urban function in Fuzhou Nantai Island”, which is commissioned by World Bank Organization, won the commendation award of "National Excellent Urban and Rural Planning and Design Award" in 2013.

4) Chongqing high-speed rail station area (Caiyuanba Region) Conceptual International Collection, won the second prize of “excellent projects in China Academy of Urban Planning and Design 2010-2011”.

LECTURE

Since 2008,with the preparation and implementation of “Long-term railway network plan”,thousands of railway stations need to rebuild or build. Especially in egacities, there’re more than two railway stations and facing traffic jams, structural imbalances and other issues. With the advent of high-speed rail era and the rapid extension of the city, the integration of railway passenger hubs and urban function faces new opportunities and challenges.

In order to explain the relationship between railway passenger transport hub and urban functions, I learn from nodes - places Model presented by Prof.Bertolini. With the extended analysis,the relationship between the new railway passenger hubs,existing railway passenger hubs and the urban centers has been discussed with the perspective of the dynamic development of the city. In order to achieve the balance of nodes and places, adaptability proposal has been given for the development of different types of regions.

Policies, Strategies and Finance

Opening of the session

Régis VALLEE, Director EIVP [2008-present] ; Director of Studies at the Special School for Public Works Building and Industry [1990 to 2008]; Director of Studies at EIVP [1986 to 1990]; Engineer in the Department of Architecture at the City of Paris [1984 to 1986] ; Engineer at the Direction of Roads and Waste Management at the City of Paris [1975 to 1983]
Education : Year of training at Ecole Nationale des Ponts et Chaussées (ENPC) [1983-84] ; Graduate Engineer in Urban Engineering at EIVP-École des Ingénieurs de la Ville de Paris – Ecole Supérieure du Génie Urbain [1974]
Memberships : Member of the Advisory Committee of the Private Higher Education (CCESP) [2003 to 2008] ; Member of the development board of the National School of Geographic Sciences (ENSG), the Higher Institute of Building and Construction (ISBA-TP), the School of Construction Works (ESITC) at Cachan [Until 2008] ; Member of the Board of Directors of the ESITC at Cachan, Metz and Formapelec ; Chairman of the Committee "Training" at the CGE [2008-present]; Knight of the National Order of Merit [October 2010]

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Key note speaker

Yves ATTOU chaired various organizations in the field of lifelong learning and professional integration, including the Mission of Continuing Education. He chaired the European Centre of the World Council of radio and public television (CMRTV). In 1999 he joined, as a technical advisor, the private staff of Ségolene Royal, Minister of school education. Yves ATTOU was until September 2008 Special Adviser in the Prime Minister's office (General Secretariat of the Government - DSAF). He is currently Chairman of the World Committee for lifelong learning (wcfel.org).

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Mobility agencies: a dynamic interface between territorial policies , management of mobility and learning throughout life

Esther DUBOIS is president and founding member of the Complex'Cité association, Vice-President of l'AFSCET (French Association of systemic). She teaches at l'Ecole des Ingénieurs de la Ville de Paris. She is the Project manager " Territoire apprenant / Learning Territories within CMA 'World committee for Lifelong Learning" and of the French investment program for the future. She is a qualified Urbanist by OPQU (Office Professionnel de Qualifiction des Urbanistes), member of the association of territorial urbanists (U.T) and Urbanist of the Ile de France region (U.I.F).
Since 1990 she has created and runs training programs and sessions linking: territories / complexity / education and mobility including workshops and accreditation programs related to professionals:
-Courses on Mobility and Creation of value for Ecole des Ingénieurs de la ville de Paris
-Plural Disciplinary workshops / Sorbonne, ENPC
Between June 2014 and January 2015, Ether conducted a survey and study on Global Mobility for the greater Paris comparing the big metropolis related to education and the town of tomorrow for the "Ecole des Ingénieurs de la ville de Paris"

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Francine DEPRAS is Sociologist and Researcher (Urban Sociology – Mobility – Temporality). After studying classical literature and social psychology, her professional activity was based on organisational sociology for the Industrial

Sociology Laboratory, the Marc Bloch Institute.
A first professional period up until 1980: Conseilling and research for private companies and as part of contractual research programs for the Thematic Program Action (ATP – Socio Economic Transport issues) of the Ministry of Research.
The second period, from 1980 to 2010, was based on urban sociology and transports, as part of the Mouvement – Environnement – Communication. Company that I created and ran for 20 years. In 2015, she is Executive Board Member of the CMA (Apprenticeship World Counsel – Tout au long de la vie) President – Yves Attou. Her research is based on mobility and temporality with the support of the SIMARIS society (Studies, Researches, Formation and Counsel marketing for the mobility for persons and goods) President: Bernard Coutrot.

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LECTURE

The territory is at the center of change and at the center of mobility. Training, learning throughout life is a key factor in building and in the intervention of territorial policies for the mobility management. Urban engineering must think and articulate a set of networks designed like a human ecology at the interface between technology and society coupling town planning, urban engineering , urban and human ecology , which is the art of design, build , manage networks taking into account the complexity . New skills as designers, ergonomists , anthropologists , philosophers , poets , etc ... and hybridizations are born and new professions such " tinkering " of innovations , the rule is to always arrange with the "means of edge ".
The implementation of an eco-mobility policy, the mobility management are decisive to answer to the demands of local movement, avoiding the use of the private and individual car.
The local mobility agency is positioned in a project of territory. It has a role of interface and coordination of mobility actors , its functions are multiple and affirms its expertise in policy development and programs of targeted actions.

Mobility with roots

William YON, Director of Research & Development
Alumni of the French EcolePolytechnique and the EcoleNationale des Ponts et Chaussées, **William YON** supervises all upstream operations for the firm Dominique Perrault Architecture, including both project design and business development. In parallel, William leads the research platform DPAx, a think-tank set up in 2014 which focuses on applied architectural prospective for large-scale institutional projects.

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LECTURE

Presentation of two urban strategies developed by Dominique Perrault Architecture within the Greater Paris International Workshop and applied to the surroundings of a new subway station in Ville-juif :
- Hotel Metropole : a research effort to define a programmatic mix aiming at improving fluidity of use within the metropolis for the emerging population of “movers”.
- Groundscape : a research development on underground architecture, aiming at creating quality places and ad hoc programs to optimize the use of the ground.

The joint of the Grand Paris Express and its neighborhoods; challenges and methods: urban mangroves.

David MANGIN is an architect and an urban planner. He is a professor at l’Ecole Nationale des Ponts et Chaussées and at l’Ecole d’Architecture de la Ville et des Territoires de Marne-La-Vallée ; he has been many years invitated to teach at the National University of Singapour.
He is a member of PUCA and AIGP scientific committes, and he is the coordinator of a group gathered around Seura Architects at the « Atelier International du Grand Paris »

In 1989 he joined SEURA Agency, working with Florence Bougnoux and Jean-Marc Fritz with whom he has achieved several urban development projects in France, including the realisation of infrastructure, public spaces (les Halles, Toulouse, Douai, Marseille) and housing projects (Brulon-Cîteaux, Nanterre , Grande-Synthe).

David Mangin was awarded the Grand Prix de l'Urbanisme (Grand Prize for urban design) in 2008.
He is the author of the 2004 best-seller, « La Ville franchisée ; formes et structures de la ville contemporaine », « Les Halles, villes intérieures/Interior cities », « La Ville passante », and « Paris-Babel, une mégapole européenne ».

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Multimodal optimization study trips across the Aix-Marseille corridor

Mathieu LUZERNE and Olivier TROULLIOUD work within the Mediterranean Territorial Direction of Cerema. Cerema is the Center of Studies and Expertises on the Risks, the Environment, the Mobilities and the Development. This gouvernemental organisation which employs 3000 people of whom more than 200 experts, is placed under supervision of the French ministry for ecology, sustainable development and energy.

Mathieu Luzerne chartered engineer and project manager for transport studies. In service for 5 years in the country planning department, he is responsible for multimodal conception. He has in charge studies relative to the development of the collective transport and he is actively involved in developing lanes on expressways and highways in France, both in upstream studies and operational phases.

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Graduated with a master of science degree, **Olivier TROULLOUD** is responsible for displacement and modeling studies. More precisely, he has supported studies on the evaluation of transport infrastructure projects so that they best meet the challenges of sustainable development, energy transition and budget constraint. He also performs analyzes of mobility and movement of people and goods through the creation of observatories, territory feeder pattern. He participates in the development work of innovative approaches through the development of methodologies and tools, focused on a better consideration of sustainable development in transport.

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LECTURE

The creation of the metropolis of Aix-Marseille-Provence required a change of scale in the organization of transport. This new territory, four times larger than the Grand Paris, is currently the subject of an optimization study of public transport. The first phase that regards the flows between Aix-en-Provence and Marseille was the subject of a detailed diagnosis highlighting a complex and plural reality of movements. Thus all transport networks, whether collective or individual, are saturated, and travel demand is continuing to grow. So the Cerema developed a shared management strategy with various local and national actors. It integrates infrastructure improvements actions and organization of services and aims to have immediate outputs on time that does not involve the future of the global strategy in the long term.

On Chinese Railway Enterprises' "Go Global" Strategy

SUN Zhang was born in Taicang, the nearest city to Shanghai, China on 10 November 1939. In 1957 he entered Tangshan Railway Institute (Southwest Jiaotong University now) to study applied mechanics, and graduated in 1962. He became a Teaching Assistant in Shanghai Railway Institute in the same year. In 1984 he was Vice President of the Managing-Science Research Institute of SRI. Associate Professor SUN Zhang worked as Vice President of Suzhou

Railway Teachers' College in 1987. He was a senior visiting scholar of Southern Illinois University at Edwardsville in USA in 1992. In 1995 Professor SUN Zhang worked as Vice President of Shanghai Tiedao University. Since 1998 he became President and Chief Editor of Urban Mass Transit Publishing House. In 2000 he was a Professor of Tongji University.

LECTURE

China enterprises'"going global"was the general trend. At present, although China's total economy is currently more than twice times that of Japan, Japan's overseas investment scale surpasses China's. The situation of China's foreign investment was that the total amount was not big enough but its potential was big, and its growth was fast. China enterprises must face all kinds of problems in overseas and put forward the corresponding countermeasures. First, they should further improve the scale of overseas investment and the level of overseas investment and management of our country. Second, the rail transit industry entrepreneurs should take up a new undertaking, be familiar with the host country's national and political conditions. Lastly, entrepreneurs should be good at the cross-cultural communication , and greatly improve their own qualities of public diplomacy,"Inside Know the Domestic Situations , Outside Know the World , and Be Good at Telling China Stories".

Inter-city Transport and intermodality

Opening

Christian CURE is Ingénieur général des ponts, des eaux et forêts

2014 : Director of the Direction technique Territoires et ville du Centre d'études et d'expertise sur les risques, l'environnement, la mobilité et l'aménagement (CEREMA)
2013-2014 : Director of the Centre d'études sur les réseaux, les transports, l'urbanisme et les constructions publiques (CERTU)
2010-2013 : Deputy Director of the de la Direction régionale et interdépartementale de l'Équipement et de l'Aménagement d'Ile-de-France
2008-2010 : Director of the direction départementale de l'équipement des Hauts de Seine
2003-2008 : Deputy Director of Strategic Planning (03-06), and the planning and development (06-07) ; Direction générale de l'Urbanisme, de l'Habitat et de la Construction ; Ministère de l'Équipement

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ACTIF : French Interoperable Transport Systems Design Assistant

Graduated from Ecole Polytechnique and Ecole Nationale des Ponts et Chaussées, and holding a PhD in computer science from Université Paul Sabatier (Toulouse, France), **Hervé PHILIPPE** has been a researcher in LCPC (now IFSTTAR) in the domain of public works robotics, pavement monitoring and management systems, road-vehicle interactions. He was deputy head of national transport agency in Val d'Oise (France) then he spent 10 years in Shanghai, first to set-up ParisTech's office in China, then as the co-founder of Le Pont des Arts consulting company in the field of transport systems and technologies. Currrently, he is the sustainable mobility representative of Intelligent Transportation task force in MEDDE.

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Roger PAGNY graduated from the National Civil Engineering School (Ecole Nationale de des Ingénieurs des Travaux Publics) in 1973 and obtained a post-graduate degree in economics at the Political Science Institute in Paris in 1981. As a senior expert in the ITS Task Force, he has been deeply involved for the last 20 years in ITS development and the Europe Navigation Satellite programme Galileo . He chaired many European and national projects related to ITS and he initiated the National ITS Architecture ACTIF

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As a PhD in road traffic modelling, prepared in LICIT (IFSTTAR / ENTPE), Thomas Durlin joined CETE Nord-Picardie in 2008, now CEREMA from 2014 on. Its activities were mainly focused on ITS assessment and ITS functional architecture within the ACTIF team. On September 2015, he moved to the Cerema Technical Division for Territorial Development and Urban, where he is a project manager in mobility planning.

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LECTURE

ACTIF1 is a set of methodology, model and tool to assist the design of interoperable transport systems in the French context. It has been set-up by MEDDE for transport systems stakeholders: owners, designers, service and equipment providers. ACTIF is bilingual - French and English - and can be accessed and used for free. The methodology aims to assist partners to manage their project as part of a complex system; the model is a reference for transport systems

functions, interfaces and flows of data; the tool allows partners to instantiate their project in their own transport environment context.

In order to continuously update ACTIF to current technologies, services and organisations, case studies are realized in close partnerships with senior ITS experts and users. Last case studies are related to:

- Gerfaut II - the traffic management system of department of Seine Saint-Denis,
- traffic management systems in DIR2,
- NFC-based services,
- multi-modal connection hub.
- multi-modal transport users information system..

The presentation will briefly introduce ACTIF and then, will introduce some of the case studies, highlighting the benefits of system architectures for intelligent transport systems and sustainable mobility.

Seamless travels : methods and tools in information technology for public transport

KASIA BOUREE INGENIEUR CONSEIL – KBIC Paris, France. Acting as independent consultant - Cooperation at national and international level with the main actors in the field of Research and Development of Public Transport (Public Transport Operators & Authorities, Universities, Engineering and Consulting Firms) within programmes financed by the French Ministry of Transport and the European Commission.

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LECTURE

Interoperability between application systems is an important step towards “seamless travels” and is a necessary condition for the efficient provision of passenger information across transport modes. To reach this goal, a range of ITS data and data exchange standards are developed that might be re-used Europe-wide. Multimodal Traveller Information and Fare Information are the main business areas where the developments are the most relevant in this context. To provide coherent multi-modal information Journey Planning functions access a big number of multi-source inter-dependent data, the main ones being network topology, timetables, and fares. In order to cope with the complexity of European data structures the data model concentrates on the abstract, generic concepts independently of how these abstract concepts are implemented in a data base and then derives a standard interface as an XML schema implementation The European Reference Data Model for Public Transport (Transmodel), extended to cover the requirements of heavy rail is the basis of standard interfaces for Public Transport Network-Timetable-Fare exchange (NeTEx). Scandinavian countries have implemented Transmodel-based exchanges for years, the French approach, based on early versions of Transmodel uses the French data exchange standard NEPTUNE, evolving towards NeTEx profiles.

LasDIM project

Gérard MUNOZ is Doctor engineer in automatic (1981). Since 2015, expert consultant ITS and trainer, WELCOM’ Transport Vision (WTV), General Council of Seine-Saint-Denis, Director of the GERFAUT II project and the development of the new system centralized by the in urban zones dense dynamic regulation (2005 - 2014).
I drove the competitive dialogue of an European call for tenders. Management contracta of engineering ITS with the grouping of companies: SATELEC-FAYAT, THALES and SETEC ITS.
Director engineering telecommunication projects of big operators: TDF, Telecom Bouygues, Nokia, SFR, Orange and Dassault. (1994 - 2004)
Technical director LACROIX - France, Spain. ITS companies road marking (1984 - 1993)
Department head in the east CETE, scientific Laboratory of the State, Ministry for the Equipment and Transport (1975 - 1984).

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LECTURE

One of the major societal stakes at this current time is to favor the emergence of new, innovative and intermodal ITS services (Intelligent Transport System) in the transport industry in order to limit the impact of the travel on citizens' quality of life, on the economic activity of territories and on the environment.
In the context of the territory of the Living Lab GERFAUT II of the General Council of Seine-Saint-Denis, the RFM LaSDIM project establishes a proof of concept in order to demonstrate the utility of a reference infrastructure, entitled " Reference table Ile-de-France of the Mobility ", a proof of concept which is capable of integrating the most successful ITS innovations. This reference table has the capability to be implementede on a large scale, both at a national and international level. The services which it provides are intended, at the same time, for professionals and users, in either economic or consumer fields.
The project aims to implements ITS' on a national level and complies with the PREDIM charter and European ITS directives on the interoperability of the systems.

How Smart Mobility meets urban transport plans

Etienne CHEVREAU is Head of Marketing at Thales, in charge of revenue collection systems in the Ground Transportation Systems GBU. Etienne is promoting systems and services dedicated to fare collection management and tolling: from equipment installed on the field and being part of the passenger experience up to the back office controlling the fare policies, along with all services, maintenance, operations, consulting, etc.
Etienne is also at the board of ITS France, mandated to promote all the New Forms of Mobility.
Etienne has been working with Thales for 7 years and influenced the way to develop new products, taking account of the change of behaviour and the convergence of new technologies. Before joining Thales, Etienne worked for 10 years in the electronics business, being Chief Technical Officer of SPiDCOM, leader in power lines communication.

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LECTURE

The world moves and urbanizes. Total amount of urban kilometers travelled is expected to triple by 2050 (1). In this context, cities will need to change from "delivering transport" to delivering solutions" and digitalization is expected to play a key role. Easy to say. But how to master this challenge ?. It is not just a question of gathering data, but the convergence of data science and strong skills about transport science: passenger experience, transport quality of service, along with security, safety, etc.. We will need to favor the transport demand while optimizing the transport resources This is where Smart Mobility starts, to better serve transport services in our future cities.
(1) The Future of Urban Mobility 2.0 / Arthur D. Little & UITP.

A better connected railway

Marc POUJET have been working for 15 years in the transport telecom sector.
He spent 10 years in Nortel and was involved in R&D centre for 6 years to manage wireless system tests projects. (GSM-R, EDGE, ..)
He handled project management for software maintenance release introduction in customer support department. He worked as a consultant for SNCF for 2 years, in charge of change management for GSM-R roll out in France. He has joined Huawei in 2011, He is responsible for transportation (Railways / Airport / Road) pre sale solutions for overseas projects (outside China) .

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Mobility policies in the cities at the time of COP 21

From 2015 : **Michel ROSTAGNAT** is Permanent Member of General Council for Environment and Sustainable Development (CGEDD), at the French Ministry for Ecology, Sustainable Development and Energy, in charge of Mobility

and Transportation items : Audit missions (Sea Rescue, Big Paris Metropolitan Rail System Stations Conception and Management…) and technical assistance to administrative authorities (High Speed Rail Link Paris - Lyon…).
2006 - 14 : Delegate General of French “Bridges” Corps Association (AIPC/UNIPEF) : Promotion and running of French Senior Civil Servants’ « Bridges » Corps interests in the context of hard administrative reforms such as reorganizations and mergers of departments. Expression of our members’ solidarity and demands. Animation of website www.unipef.org. General Secretary of G 16, Senior Civil Servants’ Trade Unions Association.
2005 / 06 : Project Leader at the General Inspectorate of Administration (IGA), at the Ministry of the Interior
2003 / 04 : General Manager of Great Rodez Services
2002 / 03 : Senior Adviser at the Departmental Staff of Jean-Paul DELEVOYE, Ministry of Civil Service, State Reform and Regional Development
1996 / 2002 : Secretary General for Regional Affairs (SGAR) in Auvergne
1992 / 96 : Project Leader at the Paris Region Department for Public Amenities (DREIF), appointed to Roissy Mission

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LECTURE

Large metropolis have become in France, with the Regions, the spearhead of innovation in economic and social matters and the holders of corresponding major investments.
After decades of reconstruction which favored heavy infrastructures and "adaptation of the city to the car," the decades 70 and 80, marked by the slogan "Small is beautiful" have produced achievements highlighting proximity movements, as the pedestrian streets and trams (initiated in 1985 in Nantes and Grenoble in 1987). Only for these last twenty years that our big metropolis are engaged in a thoughtful and built mobility policy.
The last global transport survey in Ile-de-France (2010) reveals a sharp decline of the car in the modal choice of people, in favor marginally of motorbikes, most clearly of public transport and essentially walking on foot, with automobile equipment rates in Paris intramural less than half the national average, and down 10% in 20 years. This result, combined with the decreasing of home-work travels even as other movements are growing strongly, drawing the landscape of a peaceful town, refocused on its neighborhoods.

ITS for the Climate, one of the 13 initiatives for the Climate Conference Paris COP 21

2015 : ITS Demonstrations Manager for the 22nd ITS World Congress in Bordeaux (Oct 2015) and ITS programs manager for TOPOS.
2007-2014 : Regional Technical Director for AKKA technologies in Bordeaux, in charge of the embedded critical software developments with cost, quality and delay commitments in transport and mobility sectors : avionics, railway and automotive projects.
1994-2007 : Software engineer and project manager for critical software development (DO178B, EN50128).
1993 : Engineer Diploma : ENSEEIHT Toulouse in Information Technology, Computer Science and Applied Mathematics.

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LECTURE

With the “ITS for Climate” initiative, ATEC ITS France and TOPOS Aquitaine aim to take a stand in favour of using ITS solutions to work towards a low-carbon, resilient world and to limit global warming below the 2°C target, and urge all ITS associations, national or subnational, to do the same.

The assessment of a measurement system of carpooling

Alexis BACELAR is an international expert in « Sustainable transport, security, mobility and intermodality ».
Since 1st January 2015, Project manager in dynamic traffic management and multimodal transport management. December 2014 - March 2003, Researcher in traffic management at CERTU in Lyon. Studies in traffic management. Tests of dynamic equipment (new sensors, Variable Message Signs) and new technologies in the data transmission – Transport and safety specialist – French secretary of PIARC B2 technical committee titled "road network operations" for the 2007-2011 and 2012-2015 cycles.
February 2003, Researcher in public lighting at CETE Normandie-Centre in Rouen.
September 1997, Research in visibility models, influence of lighting on safety of road users, influence of fog, new materials to improve road legibility and to do energy savings.

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Dr. **Ludovic SIMON** is head of unit "Instrumentation & Dynamic Equipment's", responsible for R&D in "ITS & Cooperative Systems" at the Cerema, Territorial Direction Greater Paris Region, a technical and scientific public establishment of French ministry in charge of transport. His unit work on ITS, Cooperative Systems, automated vehicle, instrumentation and dynamics equipment related to traffic information and management, road network and mobility.
After a master in electronic, robotic and intelligent systems, he received his PhD in computer vision from Pierre et Marie Curie University, France, in 2009.
He has been PhD Student at the Laboratory for Exploitation Perception Simulation and Simulators (LEPSIS IFSTTAR) from 2006 to 2009.
His research on Advanced Driving Assistance Systems based on road sign saliency was conducted at the IFSTTAR / LEPSIS laboratory. Since 2011, he is the head of the Instrumentation and Dynamics equipment's unit at CETE IdF, which became CEREMA / DTer IdF on the 1st January 2014. He is also an expert member of the CN08 which deals with road data.

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LECTURE

This study reports the first European evaluation of a vehicle passenger occupancy sensor. Until 2014, no control system, outside of the vehicle, was able to achieve an efficiency and high reliability required for automatic control of HOV lanes. A system measuring the vehicle passenger occupancy, developed by the XEROX Company, was evaluated at the French-Swiss border near the city of Jougne from 26 May to 17 June 2015, where manual measurements and a carpooling survey have already been carried out. The predictions of the automatic vehicle passenger detection system for the morning rush hour are accurate at more than 97%. The average of number of occupants per vehicle measured by the system is 1.2, which is in perfect agreement with the manual counting undertaken in 2012 autumn.

Cooperation between European and Chinese cities

The Euro-China Smart Mobility City Award 2015, in relation with CINEV 2015 in Hong-Kong

Olivier CAZENAVE

Education : Holds a State doctorate in law ; Graduate from the Judicial Studies Institute
Experience : Ministry of Justice ; Executive assistant at the Bank of Paris & Netherlands (Paribas) ; Services General Manager of the Poitou-Charentes Region;
General Manager of the departmental services of the Vienne General Council & general manager of the Futuroscope science and technology park ; Professor at the CNAM (National Conservatory of Arts & Crafts) ; Director of the French Documentation at the Government's General Secretary ; Master Advisor in extraordinary services at the Court of Audits (Cour des Comptes) ; Vice-president of the Public Edition Orientation & Administrative Information Council
Other professional activities : Director of the Prospective & Innovation Foundation (1989-2015), then administrator of the Foundation ;President of the "Office du livre" in Poitou-Charentes ; President of the "Friends of the Orgues" Festival in Charente

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LECTURE

The Foundation aims to identify, analyze, and make known the great changes in the world, and their impact on France. In this regard, we pay a very special attention to the climate changes.
Various activities such as a study on Brazil and the smart city have been led. The Foundation will also hold a hub on the dedicated temporary civil society space of the COP 21, on the subject "Ecology and Emergence". Its aim is to mobilize elective representatives, scholars, administration, companies and researchers.
In partnership with the CCUD (China Center for Urban Development), the Foundation created and organized the Smart Mobility City Awards. Aiming to enhance the positives initiatives in this field, we had rewarded around 18 European and 18 Chinese cities for their achievements regarding smart mobility.
Mr. Li Tie, Director of the CCUD and Mr. Jean-Pierre Raffarin Chairman of the Foundation, have hosted the awards ceremony the 24th November in Hong Kong, during the 2nd edition of the CINEV Show. This ceremony highlighted the importance of the cooperation between Europe and China regarding sustainable urban mobility, including the technological and business side, fundamental for this cooperation.
The attendance of many European and Chinese cities, scholars and companies involved in smart mobility was a good opportunity to pursue a joint study on smart mobility. While sharing knowledge and expertise, the awards ceremony, the round tables, the conferences and the meetings on the CINEV, have given room for new partnerships.

MCB Open Lab: Innovation ouvert à la lumière de la Prospective

Since 2014, **Xuan LIU** is in an on-the-job training PhD program on "strategic foresight and business strategy", and is expected to finish her research at the end of 2017. Her doctoral school is Conservatoire National des Arts et Métiers (CNAM), and her employer is the General Direction of Corporation Development of Michelin Group.
Before starting her PhD program, Xuan has earned an undergraduate degree on "Biomaterial Engineering" from Harbin Institute of Technology (HIT) in the northern Chinese city, a first master degree on "European Studies" from Peking University during which she spent one year in Cambridge University, UK as an exchange student, and a second master degree on "Urban Affaire" from Institut d'Etudes Politiques de Paris (Sciences Po. Paris).
Right after the 2008 Beijing Summer Olympics, she worked as a full-time English journalist in 2008-2010 for Global Times, principally covering urban development and sustainable development in Beijing metropolitan region.
Xuan is an avid reader of philosophe and assiduous student of traditional yoga.

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Conclusions

Louis FERNIQUE, Senior Civil Engineer (IGPEF), Head of the ITS Task Force, Ministry for Ecology, Sustainable Development and Energy.

Louis FERNIQUE, 58 years old, started as a civil engineer and urban planning specialist within local branches of the French Ministry for Infrastructure and Transport.

Afterwards from 1994 most of his carrier developed abroad, by holding such external positions as project manager for road maintenance reorganization in the Ministry for Public Works of Madagascar, then senior transport specialist in the World Bank (successively based in Washington DC and Brussels).

He joined back his parent ministry in 2004 and established the new Financing Agency for Transport Infrastructure of France – AFITF, before taking the responsibility for international affairs in the Highways General Department then conducting the inter-ministerial Project of pay-per-kilometre eco-charge on HGVs.

In 2009 he came to head the Inter-ministerial Observatory for Road Safety, in charge of knowledge collection and dissemination on road accidents and risks.

Then in 2012 he became the Permanent Secretary of PREDIT, a national platform for coordinating public supports to research and innovation in the area of land transportation, involving the three French ministries responsible for ecology and transport, industry and research and three funding agencies (ANR, ADEME and BpiFrance).

From June 2015, he has been heading the ITS Task Force, which stimulates, within the ministry and towards the broad industry, the ongoing transformations in the field of intelligent mobility.

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Jean-François JANIN is a graduate of ParisTech (Ecole Polytechnique in 1972, ENPC in 1974) and of the Institute for Political Sciences of Paris in 1974. He worked for the French Ministries for Environment, Industry and Transport in Paris and Clermont-Ferrand. He was also General Manager of the Chamber of Commerce of Lille for 10 years. As ITS task force manager (2002-2015), in the French Ministry for ecology, sustainable development and energy he took a major role in the implementation of several ITS systems: smart cards in public transport, digital tachograph, automatic speed limits enforcement, national ITS architecture and the creation of the national agency for multimodal travel information and smart ticketing. He is now Senior Adviser in the General Directorate for Infrastructures, Transport and Sea

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Prof. Pan Haixiao (Ph.D in 1989 from Shanghai JIaotong University), working in the Department of Urban Planning, Tongji University since 1989.

He is the member of steering committee of world transport research society conference, president of IVM international chair (China), Visiting Professor in CNAM(Paris), Nagoya University(Japan), Maryland University(USA) and Griffith university(Australia) . He is also urban planning advisor for Shanghai Government.

Pan's major research is in the areas of land use and urban transport, especially the impact of metro system with urban spatial structure, mobility and sustainability, transport in suburban, modal choice and built environment design, including Transport Demand Management for Shanghai 2010 Expo, Low Carbon Urban Planning in China, He has been involved in implementation studies on land use plan and urban transport plan in more than dozen cities in China. The attendance of many European and Chinese cities, scholars and companies involved in smart mobility was a good opportunity to pursue a joint study on smart mobility.