# 绿 色 多 模 式 交 通

## 第五届中法可持续发展城市交通系统论坛

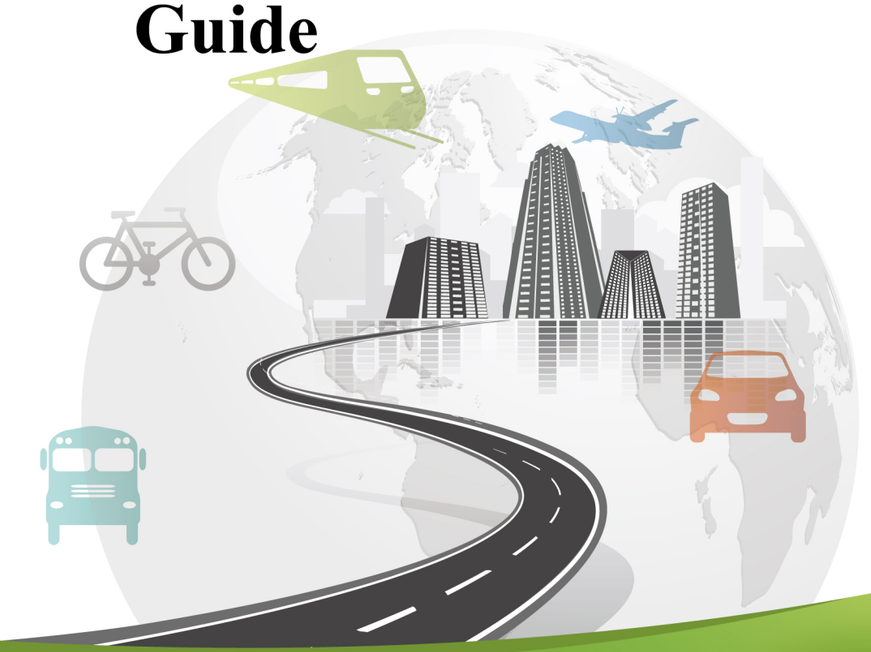
# THNS2012

**Green Multimodal Transportation**

**Shanghai China 17-18November2012**

# 会议手册

# Guide



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## 第五届国际可持续发展城市交通系统论坛
## 中、法方致辞及论坛介绍

2007 年11 月29 日，法国生态能源可持续发展和城乡规划部与中国住房和城乡建设部（原建设部）签订了一项关于城市可持续发展的合作协议，中法可持续发展城市交通系统论坛即是上述协议的具体落实和执行，旨在促进两国城市交通学术研究和实践在政府、学术、企业层面的交流。2008 年11 月首届中法可持续发展论坛在同济大学召开；2009 年的第二届论坛以低碳城市的高品质交通为主题；2010 年9第三届论坛主题为中国绿色交通建设，并联合在国际上有影响力的世界交通运输学会共同举行；2011年的第四届论坛开始加入轨道交通与城市发展的内涵。历届论坛取得圆满成功，在学术界、社会管理部门和专业企业领域都取得了良好的反响。

2012年，第五届中法交通论坛在前几届论坛的基础上，主要就如何建立绿色多模式交通体系进行讨论。参与人员中国方面包括交通运输、交通管理、公共汽车运行管理、城市规划、可持续发展等领域的专家学者、企业代表和职能部门领导。

多模式交通的视角正日益得到重视。我国许多城市对小汽车交通进行积极干预的政策,已经给出一个非常明确的信号,就是在高密度城市中必须建立多模式的交通体系,使人们可以更合理地选择绿色节能的交通工具，而不要依赖小汽车出行。由于网络通讯技术和多模式交通体系的日益发展，许多发达国家的小汽车交通出行已经开始出现下降的趋势。特别是在城市中心地区，城市人口密度高，经济活动密切，历史文化特色显著，也只有较少小汽车的使用才能有一个更加安全，更加安静的让人们更加宜居的城市。减少对化石燃料的依赖，减少二氧化碳气体和其它尾气污染的排放，减少对小汽车的依赖很大程度上取决于包括自行车（助动车），公交和轨道交通等多种交通方式所构成的，可替代小汽车的多模式交通体系的建立。在我国城市化快速发展时期，城市交通对城市空间结构，城市空间的扩展及低碳生态城市的建设有非常重要的影响。

另外一方面，信息技术可以改善人与人之间的沟通，大大加强人们对城市目的地、交通工具和出行路径的选择的针对性和有效性，提高已有基础设施在人员和货物运送中的能力。这一技术在城市中的广泛应用，对减少不必要的出行，选择绿色交通工具都有非常积极的意义。我国城市交通建设不论在城市轨道交通、地面公交、道路建设及新发展的城市公共自行车交通方面都取得了很大的成就。多模式交通体系的建设既有认识问题，也有机制问题和技术问题，我们更需要具有前瞻性，适应本地需求的系统化解决方案。借鉴国际经验进一步总结和改善我国城市交通的建设和管理是本次论坛所关注和期待的。我们必须从政策、规划、技术和人们的价值取向等多方面寻求对策。

论坛得到了中国和法国多家机构和组织大力支持，如法国生态、可持续发展和能源部，上海铁路局、上海铁道学会、上海城市综合交通规划研究所、上海市交通航港发展研究中心、泰雷兹集团等，在此深表感谢！

潘海啸 教授
同济大学建筑与城市规划学院
会议中方联合协调人

第五届交通论坛的举办，正值交通领域面临重大挑战之时：

如何结束机动化的无止境增长？

如何减少道路交通拥堵和交通导致的温室气体排放？

如何推动车辆新能源的使用？

如何筹措城市公共交通发展和运营所必需的资金？

从设立之初，中法可持续城市交通系统论坛（THNS）就在城市可持续发展的背景下，分别从地区管理和技术层面两个角度诊察了城市机动化的发展。

今天的科技似乎已无所不能，包括用以筹措所需的资金。但实际上，交通领域科技的可能和实际的应用两者间的鸿沟却正在扩大。可能的原因，是交通科技的“顾客们”，不能清楚表达他们的需求，以及他们愿意承担的成本有限。

另一方面，尽管有众多的成功案例，很多地区却很难借鉴采用，并形成自己创新性的发展战略。可能的原因，是在机动化的复杂环境下部署新系统，需要组织机制的创新。

技术企业代表、地区管理者和交通专家们将在THNS论坛上聚于一堂。让我们期望他们能共同努力，寻找到提供真正绿色、真正智能化的机动性的途径——这将是对论坛组织者、赞助者、演讲人及所有为论坛实现辛勤劳动的人们最大的褒奖！

Jean-François JANIN 先生

法国生态、可持续发展和能源部

智能交通行动组组长

会议法方联合协调人

## THNS 2012 : Green Multimodal Transportation

### Welcome & Introduction
### （from Chinese & French Chief Coordinators）

On November 29th, 2007, the French Ministry of Ecology, Sustainable Development, Transport and Housing (MEDDTL) and Ministry of Housing and Rural Construction of China (Formally Ministry of Construction) signed a cooperation agreement on city sustainable development. The first "Sino-French Sustainable Development City Transportation Forum"(THNS) was the implement work of that agreement, extending the exchange and cooperation on the sustainable development of transport system between France and China, with an aim to facilitate academic studies and fulfill the exchanges on the levels of government, academics and enterprise. In November, 2008, the first THNS was held in Tongji University inShanghai. In 2009, the second Forum was themes as “High-Quality Transport for Low-Carbon City ". In 2010, the third Forum themed as "Green Transport Construction in China", was held successfully with World Conference on Transport Research Society (WCTRS). In 2011, the 4$^{th}$ forum expand its interest to the relationship of railway and urban development. These forums are well responded in academic circle and administrative departments, as well as industry.

In 2012, on the basis of the past four forums, THNS will focus on how to build green multimodal transportation systems.And the participants including experts, department leaders from transportation, transport administration, public bus operation, urban planning and sustainable development.

The perspective of multimodal transportation is playing an increasingly important role. Many cities in China are trying to control the use of private cars by policy, which is clearly a signal that in highly-densed city a multi-model transport system is vital. A multi-model transport system ensures that the citizens use less private cars and choose means more environment friendly. Because of the appearance and development of internet communication technology and multi-model transport system, people in many developed cities use less and less cars. Especially in city centers where have high densed population,  close economic activity and significant cultural features, only the less use of cars will lead to a safer and more livable city life. Reducing the use of fossil fuels and lower carbon dioxide gas and other emissions of exhaust pollution depends largely on a system of multimodal transportation which consist of bicycle, bus, rail transit and so on. During the rapid development of urbanization in China, urban transportation has vital impact on urban spatial structure, urban space expansion and the construction of low-carbon eco-city. While on the other hand, intelligence technologies can benefit the communications between people, redouble the pertinence and efficiency in choosing transport modes and routes, and upgrade the infrastructure capacity for both passengers and freight transport. Thus the IT application in city construction will positively promote green transport so as to avoid unnecessary traveling. China has witnessed great achievements in urban rail transportation, ground transportation, road construction and the emerging city bike systems. Therefore, it is closely followed and expected in this forum to learn from the international experience and improve the city transport construction and management in China. We shall seek for strategies from different aspects including policies, city planning, technologies and value orientation.

THNS2012 has been supported by many institutions and organizations from both China and France,such as French Ministry of Ecology, Sustainable Development and Energy, Shanghai Raiway Bureau, Shanghai Railway Society, Shanghai City Comprehensive Transportation Planning Institute, Shanghai Transport and Port Research Center,THALES group.Hereby we express great appreciation all of their support.

PAN Haixiao
Chinese Chief Coordinator of THNS2012
Professor, College of Architecture and Urban Planning of Tongji University

The 5th session of the THNS Forum is hold at a moment of extreme challenges in the transport domain:
How to put an end to the permanent increase of mobility ?
How to reduce the congestion on the roads and the emissions of GHG by transport?
How to develop the use of renewable energies for vehicles?
How to find money to develop and operate public transports in the cities?

From his beginning, the THNS Forum has examined urban mobility in the context of the sustainable urban development from two points of view: the territories and the technologies.

Today the technologies seem able to do anything, including collect money. But in fact the gap is widening between the possibilities and the applications which are really used. Probably because the clients are not in the situation to say clearly what they need and how much they are ready to pay for that.

On the other side, territories have big difficulties to decide a strategy based on innovation, in spite of numerous examples of successful experiments. Probably because innovation in organization is needed to deploy systems in a complex environment like mobility.

Representatives of technology industries and territorial managers will meet in the THNS forum. With the participation of experts in transport. Hopefully they will find the way to work together for building really green and really intelligent services for mobility. It will be the most appreciated reward for the organizers, the sponsors, the speakers and all the persons who make considerable efforts to realize the Forum!

Jean-François JANIN
French Chief Coordinator of THNS2012
Head of Intelligent Transport System Task Force,
French Department of Transport,
Ministry of Ecology, Sustainable development and Energy

# 2. 组织单位简介 Ornanization

**主办单位**

同济大学

巴黎高科

法国动态城市基金会

**承办部门**

同济大学建筑与城市规划学院

同济大学交通运输工程学院

同济大学铁道与城市轨道交通研究院

同济大学中法工程和管理学院

**支持单位**

法国生态、可持续发展与能源部

上海铁路局

**协办单位**

上海市城市综合交通规划研究所

上海市交通航港发展研究中心

上海铁道学会

泰雷兹集团

法国驻沪总领事馆

**Organizer**

Tongji University

PariTech

City on the Move Institute

**Realizer**

College of Architecture and Urban Planning,Tongji University

School of Transportation Engineering,Tongji University

Urban Mass Transit Railway Research Institute, Tongji University

Sino-French Institute of Engineering and Management,Tongji University

**Partner**

Ministry of Ecology,Sustainable Development,Transport and Energy of France

Shanghai Railway Bureau

Shanghai City Comprehensive Transportation Planning Institute

Shanghai Transport & Port Research Center

Shanghai Railway Society

THALES

General Consulate of France in Shanghai

同济大學 TONGJI UNIVERSITY

**www.tongji.edu.cn**

同济大学是教育部直属重点大学。创建于 1907 年，1927 年被确立为国立同济大学，作为拥有理、工、医、 文、法五大学院的综合性大学而著称于世。

目前学校共有各类学生 5 万多人，教学科研人员 4200 多人，其中有中科院院士 6 人，工程院院士 7 人，教 授等正高级职称者 710 多人，副教授等副高级职称者 1500 多人。作为国家重要的科研中心之一，学校有国 家级和省部级重点实验室和工程研究中心 22 个。学校还设有 6 个附属医院和 2 个附属学校。 同济大学有着广泛的国际交往，积极发展和各国高校的交流和合作。 同济大学在长期办学中形成了以“严谨、求实、团结、创新”为校训和“同舟共济、自强不息”的同济精神， 逐步形成自身的五大办学优势：历史悠久、学风严谨、师资实力雄厚的传统优势；建筑、土木、海洋、环 境、车辆、交通等水平居先的学科优势；博采众长，对德（欧）交往"窗口"的国际交流优势；立足上海、 紧密结合国际化大都市发展的地域优势；直属中央、服务于全国经济建设主战场的建制优势。

**TongjiUniversity www.tongji.edu.cn**

Tongji University is one of the leading universities directly under the State Ministry of Education in China. It offers degree programs both at undergraduate and postgraduate levels. The university has School of Sciences, School of Architecture and Urban Planning, School of Civil Engineering , Mechanical School, School of Environmental Science and Engineering, School of Material Science and Engineering, School of Electronics and Information Engineering, School of Traffic and Transportation, Medical School, School of Liberal Arts and Law, School of Foreign Languages，School of Economics and Management，School of Software Engineering，school of Ocean and Earth Science. In addition, there are Institute of Further Education, Institute of Higher Technology, Institute of Vocational and Technical Education, Institute of E-Education, Women's College, Institute of Automobile Marketing and Sino-German Institute which is authorized by Chinese and German governments to run postgraduate courses. There are also six university hospitals located in different campuses.

The university now registers over 50,000 students at all levels from certificate and diploma courses to Bachelors Degrees, Masters, PhD programs and post doctoral attachments. There are over 4200 academic staff for teaching and/or research, among whom there are 6 Members of Chinese Academy of Science, 7 Members of Chinese Academy of Engineering, over 710 professors and 1500 associate professors. The university offers diverse courses in its 82 Bachelors Degrees, 218 Masters, 94 PhD programs and 16 post doctoral mobile stations. As one of the state leading centers for scientific research, the university has 22 state key laboratories and engineering research centers.

ParisTech
INSTITUT DES SCIENCES ET TECHNOLOGIES
PARIS INSTITUTE OF TECHNOLOGY

巴黎高科 **www.paristech.org**

巴黎高科技大学校集团是法国十一所历史悠久的精英工程师大学校和一所顶尖商学院的联 合体。各学校均为相关领域的杰出代表，其教学和科研范围涵盖了工程、商业领域各个学科。 巴黎高科技大学校集团在校工程类（硕士）生 4500 人，博士生 1200 人。教学师资共 1500 多名，有 140 余个研究实验室。 巴黎高科技大学校集团感到自豪的是培养了多位诺贝尔物理学、化学、经济学奖获得者，成就了多位法国总统及众多重要企业和组织的领导者。

**InstitutdesSciences ettechnologies(ParisTech) www.paristech.org**

**ParisTechis** a consortium of eleven of the most prestigious Engineering Institutes and one top BusinessschoolinFrance. These Institutes,recognisedasleadersintheir respective fields,are complementaryandcovertheessentialdisciplinesofengineeringscienceandbusiness. ParisTechhas about 4,500studentsenrolledinitsengineering(MSc)programmesandmorethan1,200PhDstudents. The teachingfaculty is 1500strong andthereareapproximately 140 research laboratories.

**ParisTech**prides itself on a sequence of -Nobel laureates in physics, chemistry and economics-Presidents of the FrenchRepublic-leadersofmajor companies andorganizations.


**法国动态城市基金会** www.ivmchina.org

法国动态城市基金会是由标致雪铁龙汽车集团于 2000 年 6 月发起成立的。该基金会旨在为城市机动性提出创新性的解决方案。其汇集了企业界和学术界的代表、研究人员、社会从业人员、文化部门、志愿组织、以及各级市政机构，让他们共同为一些研究项目联合展开工作。为寻求具体的解决方案，其推动国际间的比较分析，找出具有独创性的城市规划建设和建筑设计方式。在亚洲，美洲，非洲和欧洲的城市，动态城市基金会调动了不同学科的专家学者，传播知识和提高公众意识，以此应对当今城市社会的机动性挑战。

**City on the Move Institute( IVM）www.ivmchina.org**

City on the Move Institute( IVM）is launched by the PSA Peugeot Citroen Group in June 2000. The Institute aims to propose innovative solutions for urban mobility. IVMbrings together representatives of the business community and academia, researchers, social practitioners, cultural departments, voluntary organizationsand all levels of municipal bodies, making them work together for series of research projects. In order to search for specific solutions,IVM identifies ingenious ways of urban planning construction and architectural design though promoting international comparison and analysis. In Cities of Asia, America, Africa and Europe, IVMgathers experts and scholars from different disciplines, disseminate knowledge and raise public awareness in order to cope with the mobility challenges of today's urban society.


**上海市城市综合交通规划研究所** www.scctpi.gov.cn

上海市城市综合交通规划研究所成立于 1990 年，是我国最早成立的城市交通研究机构之一，是上海市政府交通决策的重要参谋机构，建立了具有国际先进水准的交通规划技术与方法，业务涉及城市综合交通调查、综合交通模型研发、综合交通规划、综合交通战略、交通政策、专项交通规划、智能交通、大型活动交通组织等领域。

**Shanghai Urban Comprehensive Transport Planning Institutewww.scctpi.gov.cn**

Shanghai Urban Comprehensive Transport Planning Institute (called "Shanghai Transport Institute"for short) was established in 1990,,Itis one of the oldest urban transport research institutions in China, providing important advise in municipal transport decision making for Shanghai Municipal Government.Shanghai Transport Institute establishs transport planning techniques and methods in line with advanced international standards, its business involves city's comprehensive traffic survey, research and development of integrated transport model,Comprehensive transport planning, comprehensive transport strategy, transport policy,specifictransport planning, intelligent transportation, traffic organization of large-scale events and so on.


www.shjt.org.cn

上海市交通港航发展研究中心是上海市交通运输和港口管理局所属的承担上海交通港航发展研究、决策咨询、规划设计、学术交流、技术服务等职能的事业单位。

**Shanghai Transportand Port Research Centerhttp://www.shjt.org.cn**

Shanghai Transportand Port Research Centeris a public enterprise belonging to Shanghai Municipal Transport and Port Authority. It undertakes the research of Shanghai Transport, port and shipping

development, policy-making consulting, planning and design, academic exchanges, technical services and so on.

**上海铁路局 Shanghai railroad bureau**

上海铁路局地处东南沿海长江中下游地区，线路主要分布在安徽、江苏、浙江和上海市。吸引区内工农业生产发达，内外贸易兴旺。人口稠密，旅游资源丰富，是全国客货运输最繁忙的铁路局之一。

Shanghai railroad bureau is located in southeast coastal areas in the lower reaches of Yangtze River, the line is mainly distributed in Anhui province, Jiangsu province, Zhejiang province and Shanghai. Industrial and agricultural production of this region develops well, internal and external trade flourishes. this region owns a big population and rich tourism resources, becoming the busiest railway passenger and freight transport in China.

**上海铁道学会 Shanghai Railway Society**

Shanghai Railway Society is the charge of Shanghai Municipal Association for science and technology,guided by Shanghai Railway Bureau. Its business coversthe most economically developed region in East China, and its main business is carrying out domestic and international academic exchanges and cooperation, accepting both inside and outside the railway Commission, providing technical advice and technical services.

上海市铁道学会的业务主管单位为上海市科学技术协会，受上海铁路局指导。业务辐射中国经济最发达的华东地区，主要职能为开展国际国内学术交流与合作，接受铁路内外委托，提供技术咨询和技术服务。

**泰雷兹集团 www.thalesgroup.com**

Thales is a global technology leader for the Aerospace and Space, Defence, Security and Transportation markets. With its 25,000 engineers and researchers, Thales has a unique capability to design, develop and deploy equipment, systems and services that meet the most complex security requirements. Thales has an exceptional international footprint, with operations around the world working with customers as local partners. Thales, global leader in advanced electronic systems for transport, is helping cities to step up to the challenge of growing urbanization by delivering city wide solutions that offer better and more integrated transport, safety and security infrastructure that increase efficiency and improve quality of life.


Our ability to deliver is backed by 80 years serving the needs of transport customers. Thales has operation in 56 countries with 7,000 specialists and a network of competence centres and integration centres throughout the world.

泰雷兹是世界领先的高科技集团，产品广泛应用于防务、航空、安全和交通市场。泰雷兹在 50 多个国家拥有 68,000 名员工，集团拥有 25,000 名工程师和研发人员，在产品设计、系统研发和设备部署方面的能力首屈一指，其产品和服务能够满足客户最复杂的安全需求。泰雷兹拥有众多的全球分支机构，以客户作为本地合作伙伴，业务遍及五大洲。

作为国际领先的交通领域高级电子系统供应商，泰雷兹致力于通过先进的解决方案实现城市交通、人身与基础设施安全的优化集成，以更有效地应对城市化进程中所面临的种种挑战，从而进一步加快城市发展速度，提高人民生活水平。

泰雷兹在交通领域已有 80 余年发展历史，拥有一支由 7000 余名专业领域资深专家组成的精英队伍，其能力中心与集成中心遍布全球 56 个国家。

## 3. 演讲人及讲座概要 Lecturers& Lectures

### 开幕式致辞 OpeningCeremony

**伍江** 教授

同济大学副校长

Prof.WU Jiang
Vice president
TongjiUniverstiy

**凯丽** 女士

巴黎高科驻华代表

Ms.Gaëlle Le Goff
Resident Representative
ParisTech

**周红云** 先生

上海铁路局常务副局长

Mr.ZHOU Hong-Yun
Executive Deputy Director
Shanghai Railway Bureau

**Frédéric BRETAR** 博士

法国驻沪总领事馆科技领事

Mr.Frédéric BRETAR, PhD
Consulate of Science and Tenology
General Consulate of France in Shanghai

## 论坛报告 Speeches

**Marc GUIGON: "*The Challenge of High Speed Trains for the Territorial Development*"**
**Marc GUIGON: 高铁对于地方发展的挑战**

**Marc Guigon** works since June 2012 for the International Union of Railways (UIC). He has the responsibility for Telematics Applications for Passengers, High Speed development in the world, and Railway Stations development in the world. Marc has worked for DATAR, Department of Prime Minister. He had the responsibility for transportation policy in France, especially in the field of spatial planning and development of regions: railways, roads, airports, ports, waterways. He has also been engaged in the economic development of a French Region: Champagne-Ardenne.
Lastly, he was responsible of some governmental cooperation between France and China: Trainings in CELAP and NDRC: Water policy, rural policy, agriculture, industry and urbanism. He has been engaged for launching a freight flight service between Chengdu and Paris.
He has lead a big study concerning the spatial impacts of High Speed Lines: economy, tourism, urbanism, modal report, exchange zones, housing …
Prior to DATAR, Marc was in charge of rolling-stock maintenance and management within the French National Railways, and also carried out European projects of research in the field of railway transportation.

### LECTURE

These main topics will be underlined:

- France was the first European country to operate high speed trains, and has extensive experience on the consequences of this new mode of transport on the economy of the territories, and their organization.
- Direct effects of the introduction of high speed rail on development, including urban development, in the fields of transport, economy and real estate.
- Key elements to consider ensuring and maximizing the effects of development, in particular the role of local actors.

France has celebrated its 30 years of the launching of the first TGV between Paris and Lyon. These 30 years have enabled to build a solid experience and develop knowledge on effects of High speed rail on territories. These data are useful for the preparation of areas for future high-speed lines.
The French government has planed the construction of 4,500 km of additional new high speed in the next 20 years. High speed rail changes the link between the cities by a significant reduction in travel time.
These important changes have effects on exchange and on development and thus raise expectations for the territories.
They expect new business by attracting companies and therefore jobs and new populations.
Moreover, they expect new cooperation between towns in many areas: research, education, tourism,
The first effect of the TGV is the increased numbers of rail travel to more distant destinations.
The effects of high speed rail are not limited to the only city served, and can be spreaded in other territories with a good organization of urban and regional transport.
On the scale of the city, the railway station is the place of concentration effects. It should be a place of exchange between modes of transport to ensure proper chain of travel.
The project for the launching of a TGV on the territory allows creating or accelerating urban development projects, mainly located in areas of railway stations.
There is thus a change of function of the neighbor hoods of the stations. They become modern districts, engendering a new development.
To achieve these urban developments, local actors have to mobilize: economic planning, land management, functional mix...
High speed rail will affect two main areas of the economy: business and tourism.
The acceleration of real estate projects initiated by local actors has a direct effect on the location of business companies in areas of stations.
So, high-speed rail has positive effects for the development of regional territories.
It enhances their connection, so increases their attractiveness.

The main points to be developed to allow high-speed rail to maximize its impact on the territory are:

- Local actors have to agree and get organized well in advance,
- They must develop a global view from the transport to the economy in order to build a real territorial development project,
- They should engage in communication,
- An watchdog of the territories should be in place before the arrival of the TGV,
- The location of the train station will be the subject of special attention, as well as its connection to other modes.

## 关积珍: 智能化城市道路交通诱导系统技术与发展

## GUAN Jizhen: "*Traffic Guidance System of intelligent city roads*"

**关积珍** 1992 年前在北方交通大学任教，1992－1998 年任北京蓝通电子科技有限公司总经理，1999 年至今任北京四通智能交通系统集成有限公司总经理、董事长。关积珍不仅是国内一流的智能交通企业——北京四通智能交通系统集成有限公司的掌门人，而且是国内知名的智能交通行业专业，身兼全国智能运输系统标准化技术委员会委员、中国智能交通协会专家委员会委员、国家智能交通产业技术创新战略联盟理事长等职务，是“十二五”国家 863 战略研究智能交通与安全分组的召集人。

**Guan Jizhen** is a well-known expert in the field of ITS and the president and board chairman of Beijing STONE Intelligent Transportation System integration cooperation. He used to be a professor in North Jiaotong University and the president of Beijing Lantong Electronic Science Technology Cooperation. And now he is a member of the National Standardization Technical Committee of the Intelligent Transport Systems, a member of the Expert Committee of the China Intelligent Transportation System Association, the Chairman of the National Intelligent Transportation industry technology innovation strategic alliance and also the convener of intelligent transportation and security grouping of the National 863 Strategic Research.

## 马小毅:广州市公共交通发展设想

## MA Xiao-Yi: "*The development vision of the public transportation of Guangzhou*"

**马小毅**，男，汉族，江苏南通人， 1975 年 1 月生，1997 年 4 月毕业于东南大学交通运输工程专业，获工学硕士学位；现任广州市交通规划研究所总工程师，教授级高级工程师，中国注册城市规划师，中国注册(投资)咨询师。主要研究方向：战略规划、交通供需。

**MA Xiao-yi** is from Nantong of Jiangsu Province. He graduated from the school of Transportation Engineering of Southeast University and attained his mater degree. Now he is the chief engineer of Guangzhou Transport Planning Research Institute. He is a professorate senior engineer, a certified urban planner, a certified consulting engineer. His research area is strategy planning and traffic demand and demand.

**Marcel SMETS: *"How to uplift the urban quality of (inter)modal exchanges? "***
**Marcel SMETS:如何提升城市运输模式的交互质量**

**Marcel SMETS** obtained Master of Science in engineering: architecture, at the State University of Ghent (B): great distinction (1970) , a Master of Science in engineering: urban design, at the Technical University of Delft (NL): cum laude (highest distinction) (1974) and Ph.D. in applied sciences: architecture, at the Catholic University of Leuven (B): great distinction (1976)

**PROFESSIONAL CAREER**
1970-76: Junior researcher and research fellow at the National Fund for Scientific Research (NFWO) (B)
1976-85: Assistant and Associate Professor at the Catholic University of Leuven (B) –
Since 1985: Full tenure Professor, Chair of Urbanism, and Chairman of the Department for Architecture, Urban and Regional Planning (1990 -93), Catholic University of Leuven
1989- 2002: Founder and Director of ***Project team Stadsontwerp***, design research group within the University of Leuven, for urban projects and conversion of abandoned industrial or infrastructural areas.
Visiting professor of Urban Design at the Universities of Urbino (***ILAUD***) (I) (1976, 1979), ***Thessaloniki*** (GR) (1985) and ***Harvard University*** (Graduate School of Design) (U.S.A.) (2002, 2003, 2004).
1998- 2010: Member of international scientific committee of EUROPAN
Since 2002: Founder and director of *SMETS Consultants in Urbanism bvba*
2005- 2010: Chief Architect of the Flemish Region.
2009: Member of the Royal Academy of Belgium, Section of the Arts

**PUBLICATIONS**

- ***Huib Hoste, propagateur d'une architecture renouvelée***, S. Stevin publishers, Brussels, 1972, 173 p. (seperate Dutch and French editions).
- L'avènement de la Cité-Jardin en Belgique. Histoire de l'habitat social en Belgique 1830-1930, P. Mardaga, Brussels-Liège, 1977, 224 p., (seperate Dutch and French editions).
- ***Resurgam. La reconstruction en Belgique après 1914*** *(Ed.)*, Crédit Communal de Belgique, 1985; 249 p., (seperate Dutch and French editions).
- ***Charles Buls. Les principes de l'art urbain,*** P. Mardaga, Liège, 1995, 305 p. (published in Italian: *Charles Buls. I principi dell'arte urbana*, Officina, Rome, 1999, 335p.)
- ***The Other Side of Ostend*** (Editor with Alexander D'Hooghe), Urban Design Studio at the Harvard Design School, Cambridge, Mass., Spring 2002, 90p.

- ***Melding Town and Track. The railway area project at Leuven*** *(Editor),* Ludion, Ghent-Amsterdam, 2002, 176 p. (Separate English translation from the Dutch original).
- ***The Landscape of Contemporary Infrastructure*** (together with Kelly Shannon), Nai-Publishers, Rotterdam, 2010, 272p.
- 55 contributions to books
- 64 (international) articles: e.g. in Archis, Casabella, Lotus, Planning Perspectives, Quaderns, Storia Urbana, Topos, UR.

## LECTURE

(Inter) modal exchanges are often designed as technical equipment. Their main objective is to move passenger flows in the most efficient and economical way. To achieve this efficiency, we argue in a space capsule, where the exchange process can be fully managed and controlled, without outside interferences.
The purpose of this lecture is precisely to demonstrate that (inter) modal stations which work the best in terms of exchange, but also in terms of comfort and attractiveness, are precisely the "junctions" or "hubs" where different lines of the same (or different) types of public transport are joined together in the same space.
Indeed, (inter) modal stations as well as urban places, parks or commercial streets are becoming public life places. The number of daily travelers often exceeds the number of visitors attending

major events. Various ages' attendance and social classes jumble are various. (Inter) modal exchanges therefore have all the faculties to become a significant public place.
In this lecture, I would like to address a few key concepts that can help infrastructural facilities or commercial space becoming inter-or intra-modal exchange public life place. To achieve this, it will deal with grafting transitions between modes of transport on urban crossing movements and succeed in an alliance between travelers and city-dwellers.

**Jacques BOURGEOIS & TIAN Yu "From Intelligent Transport Hub to Smart City Vision"**
**Jacques BOURGEOIS，田宇：从智能交通枢纽到智慧城市**

**Jacques BOURGEOIS** is the Strategy and Marketing Director of the Thales Transport and Security business in France.
Prior to this he occupied various positions within Thales Information Systems Division including CTO for Defence and Aerospace, CTO for Transportation and Energy, and COO for Energy activities. More recently he joined the Transport Division as Business Development Director and Strategy Director for the communications and supervision activities.
Jacques holds a master's degree in mathematics and a PhD in computer science from Paris University, France.

**TIAN Yu** acquired Master of Computing in National University of Singapore in 2008. Lead the setup and customization of Hypervisor platform Beijing cell, which is an SOA framework based open integration platform, focusing on urban transport solutions. Drive the cooperation in ITS research domains in aspect of emergency management, multi-source data refinement, multimodality and public transport services. Participate in development of VIAJEO – an EU project to design, demonstrate and validate an open information sharing and operational platform.

## LECTURE

As the fast urbanization and development of Chinese modern cities, the integrated multimodal transport hub is emerging as the carrier of cross-department cooperation to provide advanced functions and high quality of services. In this presentation, Thales, as one of the leading provider for communication and security system, will present their solutions on typical challenges faced by multimodal transport hub such as multimodal service coordination, complex simulation, data mining and etc, from which to generalize the key element of the smart city vision and potential solution.

**Shannon BUFTON *"Bicycle Urbanism - learning from Beijing's bicycle livelihoods"***
**Shannon BUFTON：自行车城市主义——以北京的自行车社区为例**

**Australian bike enthusiast Shannon Bufton** is the founder of Smarter than Car, an NGO that promotes cycling in Beijing. He is also co-creator of Beijing Bike Week, which holds its inaugural festival this month, running from March 15 to 18. He has been trying to promote cycling to new crowds and promote the idea of recreational cycling and particularly the idea of bicycles as objects the middle class might be interested in – high-technology objects, new objects.
With over 4 million cars appearing on Beijing's roads in a relatively short period of time (it only took 2 years for last 2 million cars to appear) there is no doubt that this city has rapidly moved from the capital of the bicycle kingdom to the capital of the new car kingdom.
This rapid rise of the automobile has brought with it congestion, air pollution, health problems as well as livability and sustainability challenges.
These challenges are not only an issue for Beijing and China but an issue of global significance

when you stop to consider these two facts:
- 20 - 25 % of world energy production and carbon dioxide emissions come from transportation systems and 60-70% of this is passenger transportation with the private car being the dominant mode.
- Car ownership in China is hovering at around 10% of a population of 1.3 Billion and the other 90% of the population are aspiring to own a car. The World currently has some 750 million cars and will soon have a lot more if China continues on its current path.

It is quite ironic that Beijing was once the ultimate bicycle city and as a result a huge amount of bicycle infrastructure still exists. There are also stubs of a new bicycle culture 2.0 that are emerging on the streets and out in Beijing's mountains.

The Chinese Government are very aware of the problems posed by a booming car culture and have paired consumer appetite for automobiles with an impressive investment in public transportation. The urbanization program in Chinese cities has been awe inspiring; however in its thirst for modernization China has overlooked the humble bicycle which for so many years made transportation in Chinese cities incredibly sustainable. This is in contrast with the trend in many progressive cities in the world which are realizing that bicycles can play a significant role in transportation modal share and subsequently create more sustainable and livable cities.

STC believes that bicycle culture in Beijing is at a cross roads. The city still has a high ridership rate (19%) and bicycles are still in abundance but their use and status is declining rapidly. If urgent action doesn't occur soon the culture could become completely extinct which would make it significantly more difficult to resurrect at a later period in the city's development.

STC was set up as a platform for promoting cycling, the bicycle life and preserving Beijing's unique cycling culture.

The long term aims of STC are quite ambitious; the founders believe a new bicycle 2.0 culture can be created in China and that this is of great worth in not only improving the liveability and sustainability in Beijing but providing a model for other Chinese cities to follow - which is of relevance to the global sustainability movement.

STC regularly organizes social rides, lectures and other events also work with a range of partners to provide information about cycling in Beijing.

**王秀志:上海轨道交通枢纽建设与运营管理**

**WANG Xiuzhi: "*Construction and operation management of the transportation hub of Shanghai Rail*"**

现任上海申通轨道交通研究咨询有限公司副总工程师、教授级高级工程师。参加工作以来，先后从事轨道交通设计、研究、咨询及技术管理等工作。始终工作在设计、科研以及技术管理第一线，担任了多个轨道交通、地下工程的设计项目负责人，根据上海基本网络建设情况，主持开展了多项标准化文件及建设指导意见的研究编制工作，积累了丰富的设计实践经验。先后主持和参与了多项国家和上海市重大科研项目的研究，并获得上海市科技进步奖一、二、三等奖，同时也有 20 多项研究咨询成果获上海市优秀咨询成果奖，在国内外期刊发表 20 多篇专业技术论文。

**WANG XiuZhi** is the deputy chief engineer of Shanghai Shentong Transport Research Consulting Corporation. He is a professorate senior engineer. He has devoted himself in Rail transit design, rail transit research and management since his beginning of his career. He served as project managers of several rail transport projects and underground engineering projects. He led a series of researches on the standardized documents and guidance of Shanghai transit network construction and have a lot of experience in his research field. He also hosted/participated in a number of national and major research projects in Shanghai and won the first, second and third Shanghai Science and Technology Progress Award. His more than 20 consulting research works won the Shanghai Excellent consulting Achievement Award. He totally has published more than 20 academic papers in both domestic and international magazines.

## 潘海啸：多模式平衡型绿色交通体系

## PAN Haixiao: *"Multi-modal balanced green transportation system"*

**潘海啸教授**，同济大学建筑与城市规划学院，博士生导师，上海市政府规划咨询专家、世界城市交通学会学术委员会委员。2005 年任法国 动态城市基金会中国教席负责人，中国-欧洲大学城市机动性与可持 续发展联合设计竞赛中方负责人。2006 年担任中国-丹麦中国城市可 持续发展联合设计中方协调人。2008 年被法国 CNAM 特聘为访问教 授。曾经参加和负责佛山市、乌鲁木齐市、江门市，韶关市和长沙市 等城市的综合交通规划。近年科研项目包括：澳大利亚 GAMUT 研 究中心，上海交通的体制模式研究。国家自然科学基金重点项目—信 息环境下的城市道路交通规划理论与方法。美国能源基金会项目—中国低碳生态型城市发展 战略研究：可持续的城市规划策略研究。世界可持续工商理事会项目— 交通运输与可持续 发展。上海世博交通需求管理框架研究。国家自然科学基金项目—轨道交通导向的大都市地 区空间结构的优化。研究方向： 城市土地使用与城市交通规划，大都市地区空间结构，低碳城市，城市空间战略模型，城市交通空间的管理和设计等。

**Prof. PAN Haixiao,** doctoral supervisor from Architecture and Urban Planning College of Tongji University, consultancy expert of Shanghai Municipal Government Planning, academic committee member of World Urban Transportation Society. He was region head of IVM in China and was in charge of Sino-European College Joint Contest of City Mobility and Sustainability. In 2006, he became the Chinese coordinator of Sino-Danish City Sustainable Development Design in China. In 2008, he was invited to be a visiting professor by CNAM, France. Prof. Pan has participated in transportation planning projects in many cities including Foshan, Urumqi, Jiangmen, Shaoguan and Changsha.

Recent researches: GAMUT Australian Research Center--Research on Transportation System Model of Shanghai; National Natural Science Foundation of China--Theories and Methods: Urban Road and Transportation Planning under Information Environment; US Energy Foundation--Strategic research on low-carbon city development in China: Measures on sustainable urban planning; World Business Council for Sustainable Development program--Transportation and Sustainable Development; Shanghai Expo Transport Demand Management Framework.

Main research domain: city land use and urban transport planning, metropolis spatial structure, low-carbon city, city spatial strategic mode, city transport space management and design, etc.

## Olivier LOISEAU-BILLON: *"Mobility chain: positioning of tram systems and concrete examples of successful intermodality"*

## Olivier LOISEAU-BILLON: 机动化出行链：有轨电车系统设置与多模式联运成功案例

**Olivier LOISEAU-BILLON** is Managing Director in Public Transports (bus, light & heavy rail) at Veolia Transdev since March 2012:

- Management of Operations, Maintenance and Project activities of the Reims urban network (610 staff, 145 buses, 18 tram sets).
- Preparation and launch of a global re-engineering process encompassing new operational & technical structures, timetable optimization, improvements to intermodality, and cost effective implementation of key projects (ticketing, conversion of bus platforms to full accessibility to disabled passengers…)

November 2009 – February 2012: managing Director, Transdev, and Thionville, France. Overall management of the Thionville urban and interurban (cross-border) bus network (330 staff, 160 buses and coaches).

June 2007 – October 2009: production director, Transdev, Valenciennes, France. Management of the whole Production process (bus and tram operations, overall maintenance of fixed installations, rolling stock and systems) of the Valenciennes urban network (500 staff, 152 buses, 21 tram sets)

June 2005 – June 2007: Pre-Operation Director, TRANSDEV, Santa Cruz de Tenerife, Spain. Preparation and Organization of operational structures necessary to launch the operation of a new tramway line on Tenerife Island (12.7km, 200M€).
June 2003 – May 2005: Operational Projects Manager, EUROTUNNEL, Coquelles, France and Folkestone, UK. Management of key operational projects within the Shuttle Services Division of Eurotunnel
October 2000 – June 2003: Development, Standards and Training Manager
EUROTUNNEL, Coquelles, France and Folkestone, UK.
Management and overall responsibility of safety and quality standards in Eurotunnel Railway and Terminal Operations
December 1996 – September 2000: Shuttle Services Duty Manager EUROTUNNEL, Coquelles, France and Folkestone, UK. Real time supervision of the operational program of Eurotunnel both in normal situation and degraded modes of operation (up to 350 trains a day)
April 1993 – November 1996: Terminal Controller EUROTUNNEL, Coquelles, France
Supervision of real time operations on the French Terminal of Eurotunnel.
November 1991 - December 1992: Operations Controller “THE AUTOMOBILE ASSOCIATION OF GREAT BRITAIN”, Boulogne-sur-Mer, France and Basingstoke, UK
July 1989 - November 1991: Senior bilingual operator “THE AUTOMOBILE ASSOCIATION OF GREAT BRITAIN”, Boulogne-sur-Mer, France

## LECTURE

This presentation is composed of two parts.
In part I we shall introduce the concept of mobility chain, making clear why we think it is essential to establish the hierarchy of the different transportation modes so as they can interact smoothly with each over. We will also explain what intermodal solutions can be implemented to transfer easily from one mode to another. Lastly we will describe how to position tram systems, an emerging urban transport mode in China, into that chain going from heavy rail to urban walk.
In part II we shall describe some concrete examples of successful intermodality projects. We will start by giving a feedback on the introduction of Park & Ride facilities in Strasbourg (France), in connection with the development of a dense tram network. Then we will introduce a few examples of intermodal platforms, involving two or more transportation modes and ensuring a quick and efficient passenger interchange.

### 肖风：上海港与“资源节约型和环境友好型”港口建设

### XIAO Feng, Shanghai Port and port construction of "*resource-saving and environment-friendly*"

上海市交通港航发展研究中心 主任。上海市交通港航发展研究中心是上海市交通运输和港口管理局所属的承担上海交通港航发展研究、决策咨询、规划设计、学术交流、技术服务等职能的事业单位。

**Xiaofeng** is the head of the Shanghai Transport and Port Research Center. Shanghai Transport and Port Research Center is a government-sponsored institution of the Bureau of Transport and Port of Shanghai
The center’s obligation is about Shanghai transport and port development research, consulting, planning and academic exchange and so on.

### Jean-François JANIN: “*Intelligent multimodal mobility policy in France Outline of lecture*”

### Jean-François JANIN: 法国智能多模式机动性政策

**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 since 2002, in the French Ministry of transport (General Directorate for Infrastructures, Transport and Sea (DGITM) and Delegation for Road Safety), 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, multimodal travel information, tracking and tracing of dangerous goods…
He teaches ITS in ParisTech – ENPC, University Paris II, and ECE. He chairs Scientific Interest Group on ITS. He represents the French Ministry of Transport in ERTICO and is involved in several cooperation agreements (America, Japan and China).

## LECTURE

The French transport policy in 2012 is evolving in a new context:

- The "environmental transition" is a political orientation considering that all the energy sources, including nuclear electricity, have environmental impacts which has to be limited. The "Grenelle process" launched in 2007 created a public awareness about the necessity to reduce CO2 emissions linked to transport. It is time now to take account of the limitations of all natural resources.
- The "energy transition" means for transport companies that the price they will have to pay for energy will be higher in the future. They have to improve their energy efficiency and to find the way to use more energy coming from renewable sources.
- financial constraints reduce the capacities of public funding for transport infrastructures

The local authorities, who are in charge of urban transport, have to find solutions to satisfy the needs of mobility and to reduce the cost of transport for public budgets. It means real change in the conception process of the mobility policy, to involve a large number of stake holders, public and private, users and providers of transport services. Reduction of congestion, integration on the same territory of different kind of mobility (slow for short distance, high speed for long distance, with high level of service in commuting nodes ), innovation to participate to French and European interoperable systems, including governance. Case studies will be presented.

### Thierno AW &Kaisheng LIU: *"Accessibility assessment to public transport services"*
### Thierno AW，刘凯声: 公共交通服务的可达性评估

**Thierno AW** has a PhD in Transportation (2010, LVMT - attached to Ecole des Ponts ParisTech, IFSTTAR and Université Paris-Est Marne-la-Vallée), Thierno Aw continued his specialization in the department of General Studies and Transport Economics at Setec International. He is particularly interested in taking into account the interactions between land use and transportations with systemic approaches mobilizing various models. His research focuses on designing eco-indicators which incorporate the reciprocal effects of location of populations and jobs and the performance of transport networks. Also, he is intervening as an assistant teacher at Ecole des Pont ParisTech and Paris-Est University in MASYT (Analysis methods of territorial system), TRADD (Transport and Sustainable development), and STFG (Railway Transport Systems).
Current position: Transport engineer | engineer in general studies and transport economics
2010-PhD Transportation; Université Paris Est - Ecole des Ponts ParisTech - France [Accepted / with high distinction]
Thesis Committee Member:
President: Emile Quinet (Ecole des Ponts ParisTech, Paris School of Economics)
Supervisor: Jean Laterrasse (UPEMLV) and Fabien LEURENT (Ecole Nationale des Ponts ParisTech).
Research Team at LVMT: Networks Economics and Supply-Demand Modeling
2004 – Ms., Transportation - Land Use; UPE-MLV-France
2003 – Ms., Transportation ; Ecole des Ponts ParisTech - France
2002 - Master of Science and Technology in Planning and Sustainable Territorial Development, Institute of Urban and Regional Planning from Bordeaux – France

## LECTURE

Understanding urban phenomena requires new practices and a connection between geographic and economic approaches. The challenge for us is to rely on models to investigate representations of geographical facts and their consequences on spatial mobility and transportation networks. We propose a set of relevant indicators for a mutual assessment of land-use and the quality of service in transport. A first selection of major geographical indicators allow us to establish a quantitative knowledge of the level of trips generated, to examine the

spatial structure of travel budgets and to assess users distance and time. The second set of indicators deals with economic evaluation focusing on the average cost of trips, on the accessibility to areas under budget-time constraint and on accessibility to employment as urban opportunity.

**Gérard SCEMAMA: "*Future Internet for real-time planning and monitoring of multimodal trips*"**
**Gérard SCEMAMA：未来互联网在实时规划和多模式出行导航中的应用**

**Gérard SCEMAMA** is research Director at the GRETTIA-Engineering of Surface Transportation Networks and Advanced Computing Laboratory of IFSTTAR, Head of the SITI (Intelligent System for Intermodal Transport) research team at the GRETTIA Laboratory of IFSTTAR.
- Founding chairman of the National Conference on New Information and Communication Technologies & Transport conference (since 2002)
- Member of the scientific committee of the ZELT (Traffic Experimental Zone of Toulouse in France, since 1997).

**LECTURE**

The EC-funded project Instant Mobility is defining a comprehensive architecture for transport and mobility applications that aim to innovate by introducing future Internet technologies to this domain. A set of core enabling technologies are being developed by other projects in the Future Internet PPP such as FI-WARE, while the transport domain Instant Mobility project will use these generic enablers where available, and is developing its own enablers where necessary. In this paper, we describe an Internet-based "multimodal travel platform" that provides information and services able to support new types of connected transport applications. The considered scenario, a "Personal Travel Companion", is centered on multimodal travelers (both drivers and passengers). Almost all modes of transport are present in this scenario: private car, public transport modes, car sharing, ride sharing, bikes, etc. The project defines requirements for future Internet technology tools and enablers that can support services available to any Internet-connected traveler, whether using a portable, vehicle-based or fixed terminal. Future Internet technologies offer new horizons for transport information systems and propose for travelers a new experience with means of transport. We are designing and implementing a prototype for multimodal travel assistance taking advantage of these technologies. A demonstration of the application has been shown in the ITS world congress 2012, while the final prototype is due on March 2013.

**Laurent TAILLANDIER & ZHANG Lei: "*Smart and sustainable Bus Management*"**
**Laurent TAILLANDIER，张磊：智能可持续公交管理**

**Laurent TAILLANDIER** is the managing director of Urban traffic management systems in Thales since 2008.
He recently deployed the Advanced fleet management systems for Charleroi City buses and trams (2011) and the traffic regulation system of the Seine Saint Denis district near Paris (2012). He is a graduated Engineer from the French Ecole Centrale de Paris .

**ZHANG Lei** is the Research & Technology Engineer of KTD Processing, Cognition and Control in Thales Beijing.
Face to the increasing need of video surveillance and relevant video analysis algorithm, he joined the Thales R&T department mainly for the video analysis algorithm evaluation and researches about video based applications.
ZHANG Lei holds a master's degree in electrical engineer and a French engineer certification of CTI in information, telecommunication and robotic from Ecole Centrale de Pekin.

## LECTURE

With the demand of high quality public transport services in Chinese big cities such as Shanghai to satisfy citizen's life quality need and convenience, the intelligent transport systems (ITS) become more and more the urgent needs for metropolis. In this presentation, we introduce in general Thales and Thales partners' competence on one specific application of ITS: Advanced Fleet Management System which could be implemented in Shanghai municipality. As leader of transport solution provider, Thales will present a scope of fleet management for bus and tram based on advanced technology such as European standard based timetable fleet function, Thales OBU equipment, video analysis for safety and security, GIS monitoring and data mining.

## 杨立新：综合交通枢纽的要素与布局研究

## YANG Li-Xin: "*Elements and layout of multimodal integrated transportation hub*"

**杨立新**，铁道第三勘察设计院副总工程师，教授级高工。研究方向：轨道交通总体技术，综合交通枢纽技术，供电及机电设备系统技术研究设计。
**YANG Li-Xin** is the deputy chief engineer of the Third Railway Survey and Design Institute. He is a professate senior engineer. His research area is rail transit technology, comprehensive transportation hub technology, electricity supply and mechanical equipment system technology.

## Roger LAMBERT: *"New mobilities emerging in Paris"*

## Roger LAMBERT: 巴黎新机动出行方式

**Roger LAMBERT** is graduated as an engineer of the national public works school in 1982. He is a project coordinator on multimodal information and smart ticketing at the French Department of Transport.
Before he joined the Land Transport Directorate, he worked:
- At ANVAR-OSEO, the national innovation agency, in the area of transport
- At the county based infrastructure agency (Ministry of Transport) in the north-east of Paris for territorial projects and road network management
- At the Ministry of Industry in the area of energy

## LECTURE

The development of «green» solutions of mobility is encouraged by public authorities of the French cities. The goal is to promote low-carbon modes of transport (bike, electric car, and waterway) in order to reduce the traffic of private cars and GHG emissions.

3 systems will be presented concerning the Paris urban area:

- The old Since June 2012est 'one is Velib' launched in 2007, a large scale public bike sharing system, developed in Paris and 30 surrounding municipalities. It reaches now 20 000 bicycles and 1200 bicycle stations.
- Autolib' is an electric car sharing service inaugurated in December 2011 with 250 cars (Bolloré' Bluecar') and 250 parking and charging stations. The deployment will reach 3000 'Bluecar' and 1100 stations in Paris and 45 suburban communities at the end of 2012.

In addition, several researches sand experimentations concern the use of the river Seine for urban freight deliveries. The system called «Vert chez vous», which has been in operation since May 2012 consists in a combined solution using a barge on the Seine and a fleet of electrically assisted tricycles for the delivery of packages in Parisian shops.

## 杨涛：南京高铁多模式交通枢纽

## YANG Tao: *"Nanjing high-speed rail multi-modal transport hub"*

**杨涛**，1988 年东南大学研究生毕业，获硕士学位。1992 年特批晋升副教授。1995 年东南大学在职研究生毕业，获博士学位。任东南大学交通工程教研室副主任。1996 年特批晋升教授。1996 年 10 月调任南京市交通规划研究所（后改制更名为南京城市与交通规划设计研究院）所长、董事长至今。

杨涛教授是中国城市交通规划学会副理事长，首都规划委员会专家咨询委员会委员，北京交通委员会专家咨询委员会委员，南京市经济社会发展专家咨询委员会委员。南京大学、东南大学、河海大学、南京林业大学兼职教授，博士生导师。

杨涛教授长期从事城市与区域交通发展战略研究、城市综合交通规划及城市交通环境影响研究等。主持或主要承担完成国家攻关课题、国家自然科学基金、国家科技支撑计划项目以及部、省、市委托科研项目 40 多项。参与《国家科学技术中长期发展规划》，并得到表彰。主持完成《南京交通发展白皮书》、《南京城市交通发展战略与规划研究》、《南京城市轨道交通线网规划》、《江苏省城市综合交通规划导则》、《苏南地区综合交通发展战略与规划研究》等重大项目。获国家科技进步二等奖、中国科技成就奖个 1 项（Kettering 奖，美国汽车工程最高奖），部、省级以及南京市科技进步奖 20 多项。

**Yang Tao,** graduated from Southeast University in 1988 and received a master degree. Be promoted to the position of associate professor in 1992 and received a PhD in Southeast University in 1995. Then he began to be the deputy director of the Traffic Engineering Department in Southeast University. In the year of 1996,he was promoted to be a professor. Since then, he become the chairman of the Transportation Planning Institute of Nanjing, which later restructured and renamed as the director of the Nanjing City Traffic Planning and Design Institute.

Professor Yang Tao, the vice chairman of the China Urban Transportation Planning Institute. He is also the consultant of the Capital Planning Commission and the Beijing Transportation Committee as well as the consultant of Nanjing Economic and Social Development Specialist Advisory Committee. Nanjing University, Southeast University, Hehai University, and Nanjing Forestry University invested him to be a part-time professor and the doctoral tutor.

Professor Yang Tao has been engaged in the study of the development strategy of urban and regional transport, the comprehensive urban transportation planning and the impact of urban traffic environment for a long time now. He host/participated in more than 40 projects commissioned by the national research topic, the National Natural Science Foundation, the National Science and the Ministry, provincial and municipal research projects. He presided over the completion of "Nanjing transportation development white paper ", " Nanjing city transportation development strategy and planning studies ", " Nanjing city rail transit network planning ", " Jiangsu City Comprehensive Transportation Planning Guide ", " South of Jiangsu region comprehensive transportation development strategy and planning", etc. He won the second award for the national science and technology progress, the China Science and Technology Achievement Award (The Kettering award, the highest award of American automotive engineering.) and more than 20 awards for progress in science and technology granted by Department, provincial and city of Nanjing.

**Yvan RAZAFINDRATANDRA: *"Assessment of environmental impact of transports in urban area. Case of Confluence area in the center of Lyon metropolitan area"*.**
**Yvan RAZAFINDRATANDRA: 城市区域交通对于环境的影响评估：基于里昂市的案例**

**Yvan RAZAFINDRATANDRA** was admitted to Paris Bar (1990), he studied in Paris Institute of Political Studies (IEP) public service section (1986).
He is an expert in subjects related to industrial environment, planning and development, administrative actions

**EXPERIENCES**

- Partner, ADAMAS law firm Responsible of Industrial Environment Department (2000 - 2010)
- Correspondent of Nantes Institute of Advanced Studies (since 2010)
- Member of Paris Bar Strategic Committee of International and European Policy (since 2011)

**SELECTED REFERENCES (cases studies)**

- Legal assistance to the Ministry of Environment on the transposition into French law of the European Frame Directive 2008/98 on waste
- Legal assistance to the Univar company for 4 years, a leading chemical distribution with headquarters in Seattle, on environmental problems in France
- Advice to Le Havre Industrial zone to assist the implementation of technological risk prevention plans
- Advice to a French group of luxury on application of environmental law in China
- Consultation on Mining Law in China for the company CMMP

**TEACHING**

- Coordinator of the double Master international environmental management and energy management organized on the basis of tripartite cooperation (University of Qinghua-Beijing, the Ecoles des Mines-Paris and University of Pennsylvania-Philadelphia)
- Master "law of the sustainable development", University of Paris V.
- Master "Law of the environment and risks", University of Hte-Alsace.
- Master "Environmental Law", University of Strasbourg

**MEMBERSHIP**

- Vice-president of association France China Energy Environment (FC2E)
- Member of AFITE (Association française des ingénieurs et techniciens de l'environnement

## LECTURE

Under the pressure of international law (AARHUS Convention of 25th July 1998) and European Law (Directive of 25th June 1985), French legislator adopted the legal studies impact (Law of 12nd July 2010 and Decree of 29th December 2011). A list of projects subject to impact assessment has been set by regulation.
For other projects, the administration determines on a case by case basis the need to make an impact study.
The content of the impact study deals with new elements:

- An analysis of cumulative effects with other known projects.
- A presentation of main compensation procedures monitoring proposed and their effects on Environment and Health.

In the context of the redevelopment of the confluence area at the center of the Greater Lyon, an impact study program was conducted.
The presentation will highlight the importance of this impact study that focuses on the transport section:

- Land transactions for the development or strengthening of transport infrastructure (stations, tram lines, bridges)
- Compatibility of the project with the urban transport plan.
- Compatibility of the project with the protection atmosphere plan
- Compatibility of the project with the energy climate plan.

Two specific issues will be highlighted:

- The impact of building a car park on the water table.
- Bridges and footbridges over the Rhone referred to as structural elements to connect the study area to the urban network and control the car use.

## 薛美根：上海城市绿色交通体系发展展望

**XUE Meigen: "*Prospect of Shanghai urban green transportation system*"**

**薛美根** 1966 年生，系上海市城市综合交通规划研究所所长，兼上海市交通信息中心副主任，教授级高工，享受国务院政府特殊津贴专家，上海公路学会理事，国家公安部建设部"畅通工程"专家组成员。其主要研究成果包括：《上海市城市综合交通规划（2000—2020）》、《上海轨道交通基本网络规划研究》、《上海综合交通发展战略》、《上海世博智能交通技术综合集成系统》、《移动数据采集与处理系统及其在城市管理中的应用研究》、《都江堰市综合交通体系规（2008—2020）》、《世博静态交通管理关键技术研究和示范系统开发》等。

上海市城市综合交通规划研究所（上海所）成立于 1985 年，是中国最大的城市综合交通机构之一，同时也是上海市政府在交通运输的规划、管理、决策等方面的专业咨询机构。建所以来，上海所已完成一千多个项目涉及到各个领域，其中包括近中远期的综合交通规划、交通规划模型(软件)研制及应用、交通模拟性软件开发及应用、交通系统管理等等.在国内，上海所首先开始了城市综合交通规划工作，拥有与国际接轨的手段和相关经验。上海所在道路交通规划和交通管理等方面拥有国际先进水平的手段和经验。

**XUE Meigen** was born in 1966. He is the head of Shanghai Urban Comprehensive Transportation Planning Research institute and also the deputy director of Shanghai Transportation Information Centre. He is a professorate senior engineer and enjoys a special allowance from the State Council. He is a member of the Shanghai Highway Society and one of the experts of the "expedite project" of the National Ministry of the Public Security. His main researches include: "The Comprehensive Transportation Planning of Shanghai, (2000-2020)", "The research on the rail transit network planning of Shanghai", "Shanghai Comprehensive transportation development strategy", "The integration of Shanghai Expo Intelligent Transportation Technology", "The Mobile Data Collecting and Processing and Its Application in Urban Management", "The Comprehensive Transportation Planning of Dujiangyan(2008-2020)", "The Key Technology Research and Demonstration System Developing of the Static Traffic Management", etc.

Shanghai Urban Comprehensive Transportation Planning Research Institute was founded in 1985. It is so far the largest urban comprehensive transportation planning institute and also the professional advisory body of the government of Shanghai on the transportation planning, management policy making. Since its establishment, the institute has finished almost 1000 projects on all kinds of fields such as long-term transportation planning, development and application of transportation planning model and software, the development and application of the simulating software, transportation system management, etc. In China, Shanghai Urban Comprehensive Transportation Planning Research Institute firstly started the research on comprehensive transportation planning and has a lot of experience in line with in international norms on transportation planning and management.

## 韩斌：轨道交通可持续发展的研究与思考

**HAN Bin: "*About sustainable development of urban rail transit*"**

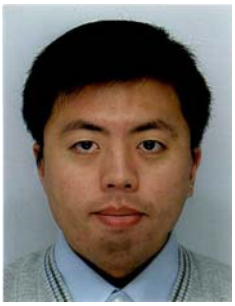

**韩斌教授**，1984-1989 年就读于同济大学经济管理学院获得学士学位，1997-2004 在同济大学经济管理学院硕博连读取得博士学位，2004-2006 年在长江商学院修得 EMBA。1989 年参加工作以来曾任上海三菱电梯有限公司副总裁、上海电气集团总公司总裁助理、上海轨道交通设备发展有限公司党委书记、上海电气集团股份有限公司信息化管理部部长，现任同济大学铁道与城市轨道交通研究院院长。

**Prof.Han Bin** is the president of the Urban Mass Transit Railway Research Institute. He studied at the school of Economics and Management of Tongji University to obtain a bachelor degree from the year 1984 to 1989, and from 1997 to 2004 he studied there for PHD.

Then in the year 2006 he obtain the EMBA from the Business School of the Yangtze River. He has ever been the vice president of Shanghai Sanling Elevator Corporation, assistant of the president of Shanghai Electronic Group, secretary of the party committee of Shanghai rail traffic equipment limited company, the head of information management department of the Shanghai electric group.

**JIAO Long: "*Comparison of the ecoquartiers in China and in France and System of certification for ecoquartiers' development*" .**

**JIAO Long: 中法生态社区的比较以及生态社区发展的评估体系构建**



**Jiao Long** is Sustainable Buildings and HVAC engineer at JACOBS Engineering Group. Vice President of the Franco-Chinese Association of Sustainable Urban Development (AFCDUD), General Conseil of the Association of Chinese Engineers in France (AICF)
Head of the project "Study of the ecoquartiers in France and China", Member of the platform of Franco-Chinese low-carbon urban development "Futurapolis".
JIAO Long has 6 years' experience of building energy performance consulting for pharmaceutical, hospital and industrial projects. He is an expert of CFD simulations (Computational Fluid Dynamics) in the building sector, the French Green Building Certification (HQE), Life Cycle Analysis (LCA) and Carbon footprint diagnosis (Bilan Carbone®). In 2009, JIAO Long has won the "Innovation Challenge" prize of JACOBS France.
JIAO Long is the initiator and head of the project "Study of the ecoquartiers in France and China" supported by the Association Franco-Chinese of Sustainable Urban Development. His team has participated the competition of "2012 Sino-French entrepreneurship and innovation" organized by the Embassy of China in France. His project "Consultation for the ecoquartier development" has won the second prize and the innovation prize.

**Conferences organized**:

- ✓ 2011-03-31 Conference « Sustainable Urban Development – ecoquartier » 1st session in cooperation with the Development Agency of the province Val de Marne
- ✓ 2012-01-14 Conference « Sustainable Urban Development - ecoquartier » 2nd session in cooperation with University of Paris VI

**Lecture**

- ✓ Through a comparison of the ecoquartiers in China and in France, the article analyses their differences from the methodology of the conception and the ways of realization.
- ✓ The article contains also a slight introduction of the French certification system for ecoquartier's development which is introduced on 2011. The end of the article introduces the interests and perspectives for developing a system of Evaluation/Certification for ecoquartiers' development in China.

**杨晓光：中国车路联网与协同系统研究及发展**

**YANG Xiaoguang: "*Research and development of the Chinese car road networking and collaboration system*"**

**杨晓光教授**，同济大学交通运输工程学院，博士生导师。全国高等院校交通工程专业教学指导委员会副主任委员，国家智能交通运输系统咨询专家委员会专家、国家公安部/建设部城市交通"畅通工程"专 家组副组长、中国城市交通规划学术委员会委员、上海市科学技术预 见专家等。主持完成的主要研究成果：国家重点基础研究发展规划（973）课题"城市交通监控与管理系统理论"；国家自然科学基金项目 "公共汽车交通优先控制理论、中国城市道路与

交通适应性及其改善方 法研究”、“提供交通信息条件下驾驶员选择行为理论”；国家十五科技攻关课题“智能交通系 统项目评价方法研究”等。研究方向：智能交通运输系统（ITS）与现代交通系统工程理论和技术。

**Prof.YANG** Xiaoguang,School of Transportation Engineering,Tongji University, head of Department of Traffic Engineering; director of Intelligent Transportation Systems (ITS) Research Centre, Tongji University; vice director, “Congestion-Cleanness Program” Experts Group (funded by Ministry of Ministry of Public Security of PRC & Ministry of Housing and Urban and Rural Construction of PRC);committeeman, State Urban Transport Planning Committee; member of ITS Consultants and Experts Committee(The Ministry of science and technology).Expertise: 1) Intelligent Transportation Systems(ITS), including Traveler Information System, Transport Management System, Public Transportation System,Cooperative Vehicle Infrastructure System(CVIS)& Internet of Vehicles, Intelligent Incident and Emergency Response Management;2) Traffic Engineering and Transportation planning,Intersection Signal Control System,Transport Demand & Planning; 3)Transport Modeling and Simulation

**Kasia BOUREE: *“Public transport network and multimodal stop place model and its application for multimodal information systems”***

**Kasia BOUREE: 公共交通网络和多模式接驳体系介绍及在多模式信息系统中的应用**

**Kasia BOUREE** studied Mathematics and Physics at the Polytechnic School and University of Zurich (Switzerland). In 1979, she obtained an MSc and post-graduated (in the field of algebra) in Mathematics and Physics.

In 1990, she post-graduated in Computer Science (in the field of artificial intelligence) at the University of Marseille (France).

**Current activity:**

- Consultant for the European standards: Transmodel (Reference Data Model for Public Transport), IFOPT Identification of Fixed Objects for Public Transport), NeTEx (Network and Timetable Exchange), SIRI (System Interface for Real-time Information).
- Advisor of the French Association of Public Transport Authorities in charge of Multimodal Information Systems;
- Expert in the field of Standardisation of Multimodal Information Systems for Public Transport for the French Ministry of Transport;
- French Representative within the International Standardisation Organisation (ISO Technical Committee 204 WG8) as expert of the French standardisation organisation (AFNOR/BNEVT CN03);
- Expert in the field of Public Transport within the European Standardisation Committee (CEN, Technical Committee 278 WG3).

**In the past:**

- 1979-80: Teaching at the University of Sao Paulo – Brazil.
- 1981-87: Software design & engineering: data base management systems & real – time systems and protocols.
- 1989-99: Technical Project Manager within the European Research and Development Programmes in the field of integrated information system architecture for Public Transport.
- Design of the European Norm Transmodel (EN12896). Participation on the development of the European pre-standard TS00278207 (IFOPT- Identification of Fixed Objects for Public Transport).
- 1991-2001Key-member and managing director of the consulting firm TransExpert and the E.E.I.G. Trust (Transmodel Users’ Support Team).
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## LECTURE

Developers of multimodal information systems need to collect, aggregate and process multi-source data that is often heterogeneous. Not only the purely technical format of such data may be different, but often also the semantics of the provided information, as different data providers have a different interpretation of what, for instance, a stop point or a multimodal transfer node is. A Standard Reference Data Model for Public Transport Network and Stops has the advantage to allow different partners to understand each other. This is particularly true in a situation where interfaces have to be built between the world of urban Public Transport and long distance rail and in general in multi-operator & multi-modal regional environment.
In Europe, standards like Transmodel, IFOPT (Identification of Fixed Objects for Public Transport) highly contribute to applications such as NeTEx (Network and Timetable Exchange) for data exchanges or CAMERA (CAtalogue des MEtadonnées Relatives aux Arrêts) for the passenger information on accessibility of stop places.

### Lu HE & Hujun QU: "*ITS Services, European Standard and its application*"

### 何路，瞿琥隽：智能交通系统服务，欧洲标准及其应用

**Lu HE** is co-founder and senior consultant in the Management of Strategy of LPDA. Prior to create LPDA, she spent more than 20 years in different industries in France and China. During that period, she worked for some of world's leading firms (Fortune 500) as from R&D engineer till to general manager successively. Along with her career, her responsibilities included research, product/system development, project management, organizational development and improvement, competence development, business general management, etc. Her centers of interest focus on company strategy, business innovation, researches and high technologies, sustainable development, energy management, regulation of public services, executive coaching …
Mrs. HE holds a Ph. D. from the Université de Technologie de Compiègne in France, and a MS in Power Engineering from the Shanghai Jiaotong University of China.

**Hujun QU**. R&T Engineer of Thales China. Forcus on web, network and high-concurrency programming.Bachelor of Electronic and Information engineering in Tongji University, Master of Mobile Communication in Telecom ParisTch.

## LECTURE

As the fast urbanization and development of Chinese modern cities, a trend with a growing demand for high quality public transport services to improve the life quality and convenience for city residents is inevitable. In this presentation, we introduce in general Thales and Thales partners' competence in public transport services and emphasis on the importance of Standardization by introducing project reference and further illustration of European Standard hierarchy, and at last propose potential applications that will complement and improve the state of art public transport services in China.

### 刘志刚：上海工程技术大学城市轨道交通学院的现状与发展

### LIU Zhigang: "*The Situation and Development of the College of Urban Railway Transportation of Shanghai University of Engineering Science*"

**刘志刚，**上海工程技术大学城市轨道交通学院副院长
**LIU Zhigang,**Vice President, Colloge of Urban Railway Transportation of Shanghai University of Engineering Science

## 4. 就餐安排 Lunch & Dinner

会议两日提供工作午餐，安排在同济大学校园内的三好坞餐厅，就餐时请佩戴参会代表证；17 日晚安排欢迎晚宴，在中法中心地下白厅，凭餐券入场
Working lunch will be offered during the two-day conference at San Hao Wu restaurant on Tongji campus. (Representative badge required)
Welcome dinner held on 18:00-20:00 of 17th November, at the underground exhibition hall of Sino-French Center. (Tickets required)

## 5. 会务组联络方式 Contacts

电话(Tel)：86-21-65984650, 65982131
电子邮箱(Email)：thns2012@gmail.com
官方网址(Website): www.forumTHNS.org

# 绿色多模式交通

## 第五届中法可持续发展城市交通系统论坛
## （THNS 2012）

**中国 • 上海　2012 年 11 月 17 日至 18 日**

同济大学 TONGJI UNIVERSITY

TONGJI UNIVERSITY CAUP 同济大学建筑与城市规划学院

同济大学交通运输工程学院 SCHOOL OF TRANSPORTATION ENGINEERING TONGJI UNIVERSITY

ParisTech INSTITUT DES SCIENCES ET TECHNOLOGIES PARIS INSTITUTE OF TECHNOLOGY

同济大学铁道与城市轨道交通研究院

IFCIM 同济大学中法工程和管理学院

Liberté • Égalité • Fraternité RÉPUBLIQUE FRANÇAISE

Ministère de l'Écologie, du Développement durable et de l'Énergie

法国生态、可持续发展与能源部
法国驻沪总领事馆

上海铁路局

SRS 上海铁道学会

INSTITUT POUR LA VILLE EN MOUVEMENT 法国动态城市基金会

THALES

上海综合交通规划研究网 Shanghai City Transportation Planning

上海市交通港航发展研究中心 SHANGHAI TRANSPORT & PORT RESEARCH CENTER

**会场地点：上海市四平路 1239 号 同济大学中法中心 C201**

## 11 月 17 日，星期六

### 开幕致辞及颁奖典礼（9:00-9:40）

- **开幕致辞**
  伍江教授，同济大学副校长
  凯丽女士，巴黎高科驻华代表
  周红云先生，上海铁路局常务副局长
  Frédéric BRETAR 先生，法国驻沪总领事馆科技领事

- **法国动态城市基金会颁奖**
  “城市机动性，让生活更美好”（"Better Mobility Better Life" Prize）
  *9:40-10:00 茶歇，集体照*

### 论坛总报告（10:00-12:00）

- 10:00-10:30 Marc GUIGON【法国土地规划和地区行动部，客运高级顾问】
  **高铁对于地方发展的挑战**
- 10:30-11:00 关积珍【中国智能交通产业联盟理事长】
  **智能化城市道路交通诱导系统技术与发展**
- 11:00-11:30 马小毅【广州市交通规划研究所 总工】
  **广州市公共交通发展设想**
- 11:30-12:00 法国动态城市基金会（IVM） 科学委员会主席】
  **如何提升城市运输模式的交互质量**
  *12:00-13:30 午餐（三好坞餐厅）*

### 专题 1 案例研究

- 13:30-13:50 Jacques BOURGEOIS【泰雷兹通讯和安全公司，交通、安全部和营销总监】；田宇【泰雷兹集团，软件和系统经理】
  **从智能交通枢纽到智慧城市**
- 13:50-14:10 Shannon Bufton【比车牛（STC） 创办人】
  **自行车城市主义——以北京的自行车社区为例**
- 14:10-14:30 王秀志【上海申通轨道交通研究咨询有限公司副总工程师】
  **上海轨道交通枢纽建设与运营管理**
- 14:30-14:50 潘海啸【同济大学建筑与城市规划学院 教授】
  **多模式平衡型绿色交通体系**
- 14:50-15:00 问答环节
  *15:00-15:20 茶歇*

### 专题 2 政策

- 15:20-15:40 Olivier LOISEAU-BILLON【威立雅交通 项目总监】
  **机动化出行链：有轨电车系统设置与多模式联运成功案例**
- 15:40-16:00 肖风【上海市交通港航发展研究中心 主任】
  **上海港与“资源节约型和环境友好型”港口建设**
- 16:00-16:20 Jean-François JANIN【法国生态、可持续发展与能源部智能交通工作组组长】
  **法国智能多模式机动性政策**
- 16:20-16:40 Thierno Aw 副会长，Kaisheng LIU 会长，【中法城市可持续发展协会】
  **公共交通服务的可达性评估**
- 16:40-17:00 Gérard SCEMAMA【法国交通、发展及网络科技学会 研究主任】
  **未来互联网在实时规划和多模式出行导航中的应用**

- 17:00-17:20 Laurent Taillandier【泰雷兹 城市交通管理系统运营总监】； 张磊【泰雷兹 KTD 处理、认知和控制研发工程师】
  **智能可持续公交管理**
- 17:20-17:40 提问环节

*欢迎晚宴（**18:00-20:00**，中法中心地下白厅）*

**11 月 18 日，星期日**

## 专题 3 案例研究

- 9:00-9:20 杨立新 【铁道第三勘察设计院 副总工程师】
  **综合交通枢纽的要素与布局研究**
- 9:20-9:40 Roger LAMBERT 【法国生态和可持续发展部】
  **巴黎新机动出行方式**
- 9:40-10:00 杨涛 【南京市交通规划所 所长】
  **南京高铁多模式交通枢纽**
- 10:00-10:20 Yvan RAZAFINDRATANDRA【法中环境和能源协会 律师】
  **城市区域交通对于环境的影响评估：基于里昂市的案例**
  *10:20-10:40 茶歇*
- 10:40-11:00 薛美根 【上海市城市综合交通规划研究所 所长】
  **上海城市绿色交通体系发展展望**
- 11:00-11:30 韩斌 【同济大学铁道与城市轨道交通研究院 院长/教授】
  **轨道交通可持续发展的研究与思考**
- 11:20-11:40 Long JIAO 【中法城市可持续发展协会 副会长】
  **中法生态社区的比较以及生态社区发展的评估体系构建**
- 11:40-12:00 提问环节
  *12:00 –13:30 午餐（三好坞餐厅）*

## 专题 4 方法与技术

- 13:30-13:50 杨晓光【同济大学交通运输工程学院 教授】
  **中国车路联网与协同系统研究及发展**
- 13:50-14:10 Kasia BOUREE 【KBIC 欧洲标准顾问】
  **公共交通网络和多模式接驳体系介绍及其在多模式信息系统中的应用**
- 14:10-14:30 何路【LPDA 商务咨询 高级顾问】，瞿琥隽【泰雷兹 研发工程师】
  **智能交通系统服务，欧洲标准及其应用**
- 14:30-14:50 刘志刚 【上海工程技术大学城市轨道交通学院副院长】
  **上海工程技术大学城市轨道交通学院的现状与发展**
- 14:50-15:00 提问环节

## 总结与展望（15:00-16:00）

# Green Multimodal Transport

**Fifth Forum of Sino-French Sustainable Development of Urban Transport Systems**

**(THNS 2012)**

**Shanghai, China, 17-18 November 2012**

同济大学 TONGJI UNIVERSITY

同济大学建筑与城市规划学院 CAUP

同济大学交通运输工程学院 SCHOOL OF TRANSPORTATION ENGINEERING TONGJI UNIVERSITY

ParisTech INSTITUT DES SCIENCES ET TECHNOLOGIES PARIS INSTITUTE OF TECHNOLOGY

同济大学铁道与城市轨道交通研究院

IFCIM 同济大学中法工程和管理学院

Liberté • Égalité • Fraternité RÉPUBLIQUE FRANÇAISE

Ministère de l'Écologie, du Développement durable et de l'Énergie

法国生态、可持续发展与能源部
法国驻沪总领事馆

上海铁路局

SRS 上海铁道学会

INSTITUT POUR LA VILLE EN MOUVEMENT PSA PEUGEOT CITROËN 法国动态城市基金会

THALES

上海综合交通规划研究网 Shanghai City Transportation Planning

上海市交通港航发展研究中心 SHANGHAI TRANSPORT & PORT RESEARCH CENTER

Venue: C201, Sino-French Center, Tongji University. #1239, Rd.Siping, Shanghai, PRC

November 17, Saturday

## Opening Ceremony and Awards（9:00-9:40）

- Opening Remarks:
  WU Jiang, Tongji University
  Gaëlle Le Goff, Resident Representative, ParisTech
  ZHOU Hong-Yun, Executive Deputy Director, Shanghai Railway Bureau
  Frédéric BRETAR,Consulate of Science and Technology, General Consulate of France in Shanghai
- City on the Move Institute awards :"Better Mobility, Better Life"

***9:40-10:00 Coffee Break, Group Photo***

## Keynote Speeches （10:00-12:00）

- 10:00-10:30 Marc GUIGON, Senior Advisor Passenger Transport ,International Union of Railways
  *The challenges of high-speed rail for local development*

- 10:30-11:00 GUAN Ji-Zhen, Director-general, China intelligent transportation industry alliance
  *Traffic Guidance System of intelligent city roads*

- 11:00-11:30 MA Xiao-yi, Guangzhou Transport Planning Research Institute
  *The development vision of the public transportation of Shanghai*

- 11:30-12:00 Marcel SMETS, Chairman, City on the Move Institute( IVM） scientific committee
  *How to uplift the urban quality of (inter)modal exchanges?*

***12:00-13:30 Lunch***

## Topic 1 Case studies

- 13:30-13:50 Jacques BOURGEOIS, Transportation & Security Strategy & Marketing Director, Thales Communications & Security SA; TIAN Yu, THALES, Software & System Manager
  *From Intelligent Transport Hub to Smart City Vision*

- 13:50-14:10 Shannon BUFTON, Founder of “Smarter than car” (STC)
  *Bicycle Urbanism - learning from Beijing's bicycle livelihoods*

- 14:10-14:30 WANG Xiuzhi, Vice Chief Engineer, Shanghai Shentong Rail Transit Research Consulting Co.,Ltd.
  *Construction and operation management of the transportation hub of Shanghai Rail*

- 14:30-14:50 PAN Haixiao, Professor, College of Architecture and Urban Planning, Tongji University
  *Multi-modal balanced green transportation system*

14:50-15:00 Questions and answers

***15:00-15:20 Coffee break***

## Topic 2 Policies

- 15:20-15:40 Olivier LOISEAU-BILLON, Project Director, Veolia Transport RATP Development
  *Mobility chain: positioning of tram systems and concrete examples of successful intermodality*

- 15:40-16:00 XIAO Feng, Director of the Development Research Center of Shanghai Jiaotong PMB
  *Shanghai Port and port construction of "resource-saving and environment-friendly "*

- 16:00-16:20 Jean-François JANIN, Head of Intelligent Transport Systems Task force, French ministry for ecology, sustainable development and energy
  *Intelligent multimodal mobility policy in France*

- 16:20-16:40 Thierno Aw, Vice President of AFCDUD, Kaisheng LIU,President of AFCDUD, Sino- French association for sustainable urban development
  *Accessibility assessment to public transport services*

- 16:40-17:00 Gérard SCEMAMA, Research Director ,French institute of science and technology for transport, development and networks (IFSTTAR)
  *Future Internet for real-time planning and monitoring of multimodal trips*

- 17:00-17:20 Laurent Taillandier, Managing director of Urban traffic management systems, ZHANG Lei, Research & Technology Engineer of KTD Processing, Cognition and Control, THALES
  *Smart and sustainable Bus Management*

17:20-17:40 Questions and answers

## Welcome Dinner (*18:00-20:00, Underground Exhibition Hall, Sino-French Center*)

## November 18, Sunday

### Topic 3 case studies

- 9:00-9:20 YANG Lixin, deputy chief engineer , the Third Railway Survey and Design Institute
  *Elements and layout of multimodal integrated transportation hub*

- 9:20-9:40 Roger Lambert, Senior Advisor, Intelligent Transport Systems Task Force, French ministry for ecology, sustainable development and energy
  *New mobilities emerging in Paris*

- 9:40-10:00 YANG Tao, Director, Nanjing Transportation Planning Institute
  *Nanjing high-speed rail multi-modal transport hub*

- 10:00-10:20 Yvan RAZAFINDRATANDRA, Attorney at law, France China Environment and Energy
  Association
  *Assessment of environmental impact of transport in urban area. Case of "Confluence"*
  *neighborhood in the center of Lyon metropolitan area.*

***10:20- 10:40 Coffee Break***

- 10:40-11:00 XUE Mei-Gen, Shanghai City Comprehensive Transportation Planning Institute
  *Prospect of* Shanghai urban green transportation system

- 11:00-11:30 HAN Bin, Dean&Professor, Urban Mass Transit Railway Research Institute, Tongji University
  *About sustainable development of urban rail transit*

- 11:20-11:40 ZHANG Jianbin, Head overall planning Shanghai Shentong Metro Group *Comprehensive development of Shanghai urban rail transportation hub \ transfer and site areas*

- 11:40-12:00 Long JIAO, Vice president, Sino- French Institute for sustainable urban development
  *Comparison of the Sino-French ecological communities as well as the assessment of the ecological community development System*

11:40-12:00 Questions and answers

***12:00 –13:30 Lunch***

### Topic 4 methods and techniques

- 13:30-13:50 YANG Xiaoguang, Professor, Institute of Transportation Engineering, Tongji University
  *Research and development of the Chinese car road networking and collaboration system*

- 13:50-14:10 Kasia BOUREE, Consultant for the European standards, KBIC
  *Public transport network and multimodal stop place model and its application for multimodal information systems*

- 14:10-14:30 Lu HE, senior consultant of LPDA Business Consulting, Hu-Jun QU, R&T Engineer, THALES
  *ITS Services, European Standard and its application*

- 14:30-14:50 LIU Zhigang,Vice President, *College of Urban Railway Transportation of Shanghai University of Engineering Science*

  *The Situation and Development of the College of Urban Railway Transportation of Shanghai University of Engineering Science*

14:50-15:00 Questions and answers

## Summary and Outlook (15:00-16:00)