

1st International Urban Mobility Dialogue

International Symposium & Workshop on Realizing Smart Urban Mobility Solutions



Event Smart City Dialogue on Urban Mobility (UMD)

Director Dr. Gabriele Wendorf (Center for Technology and Society, TU Berlin)

Host/Organization academus GmbH & partner

Location Berlin, GERMANY

Venue Kalkscheune
Johannisstr. 2, 10117 Berlin

Dates November 1st – 4th, 2017

Website www.smartcity-dialogues.com



Conference Language English with optional simultaneous interpretation

Topics Mobility Culture, Urban Planning and Commuting, Smart Parking, Public Transportation, Supply Chain Logistics, Autonomous Driving, Electro Mobility, Mobility as a Service, Traffic Management & Safety, IoT - Mobility Standards, Shared Mobility, Big Data in Mobility Business, Legal Economic Coordination of Mobility Development

Concept "Parade of the Cities" and World Café on the first day, keynote lectures in the mornings and facilitated dialogues in the afternoons, discussions on specialized topics and common problems, Fish Bowl discussion to summarize the Dialogue, exhibition and excursions to innovative projects in/around Berlin.

The UMD is held under the patronage of

Senator Ramona Pop

Senate Department for Economics,
Energy and Public Enterprises

berlin Berlin



Welcome Message from Senator Pop for the Urban Mobility Dialogue

The Urban Mobility Dialogue is taking place this year for the very first time. This specialist conference will be dedicated to one of the most pressing issues we cities face: mobility – or rather, what we want mobility to be in the future.

A large part of today's population – not just in Germany, but all around the world – lives in urban areas, and the numbers are only expected to grow. People move to cities to find work and because of the broad range of social and cultural institutions they offer, as well as their public infrastructure.

Berlin exerts a strong pull on people from the rest of Germany and abroad, tens of thousands of whom move here every year. We welcome this growth, because it testifies to our appeal as a city. At the same time, it poses enormous challenges that must be met. More and more, public services and infrastructure are stretched to the limit of their capacity. Regular traffic jams, an overloaded public transportation system, and high levels of fine particulate air pollution in the city center are just some of the negative effects of transportation and mobility we need to deal with.

As a result, we as cities have a special responsibility. It is our job to come up with innovative solutions that will make urban transportation and individual mobility more user-friendly, more efficient, and, above all, more sustainable and as emission-free as possible.

As part of this effort, a number of promising approaches are being tested in Berlin. These include using and promoting alternative, emission-free propulsion methods, as well as automated and connected driving. New mobility concepts like (electric) car sharing or the intelligent coordination of different means of transportation may also be useful to achieving our goals. These approaches often rely on digital technologies and efficient communications systems. That means we need to invest in digital infrastructure, too, in order to lay a foundation for the further development of intelligent approaches along these lines.

Berlin has benefited across the board from the mobility transition. New business models and developments in transportation are booming in our city. Well-known companies and countless startups with tens of thousands of employees are now working in the capital city region on innovative products and a new range of services.

Of course, we are also seeking to learn from other regions and cities. It often turns out that similar mobility challenges lead to completely different – and better – solutions that can help us. The Urban Mobility Dialogue is creating a great platform for learning about these.

I would like to thank everyone involved for organizing this important conference and would like to wish all the participants productive discussions and every success!



Yours sincerely,

Ramona Pop

Berlin Senator for Economics, Energy and Public Enterprises

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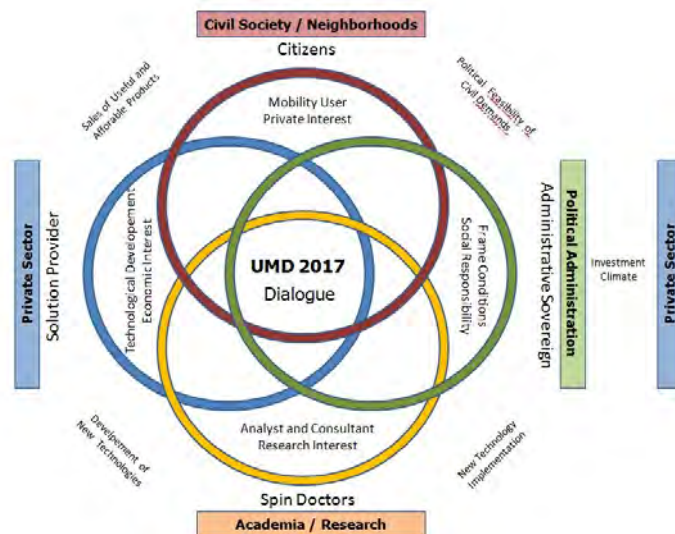
Welcome

It gives me great pleasure to welcome you to the 1st International Urban Mobility Dialogue (UMD17) here in Berlin. First of all I would like to thank **Senator Ms. Ramona Pop, Berlin Senate Department for Economics, Energy and Public Enterprises** for being the patron of the UMD.

Why another mobility conference, you may wonder? The UMD is designed to be not just “another conference”, but rather a gathering of exceptional minds who will work together in an open and collaborative atmosphere on finding solutions for each participating city’s major mobility challenges.

That is the reason why the **special dialogue format** was developed to go deeper than the sometimes superficial presentations of “best practices” at conferences with little or no learning outcome and a mostly passive audience.

Instead we aim to create an atmosphere for participants to become active, bring in their own experiences, initiatives and open issues about living environments in cities all over the world. Our dialogue approach helps to reduce barriers to collaboration and cooperation through goal-oriented and supervised discussions. They will provide participating **cities** with new ideas, **businesses** with a greater understanding of the needs of cities, and **citizens** and **academia** with a greater awareness of political realities and economic constraints.



Our sole goal is to provide you with an environment in which stakeholders and experts interact and network in the common interests of realizing sustainable urban mobility at the highest level to meet the general needs of society at large.

I’m convinced that you will make this event a success.



Yours sincerely,

Bernd Stary

Dr.-Ing. Bernd Stary CEO akademus GmbH
Manager and Host of the 1st International Urban Mobility Dialogue

1st International Urban Mobility Dialogue

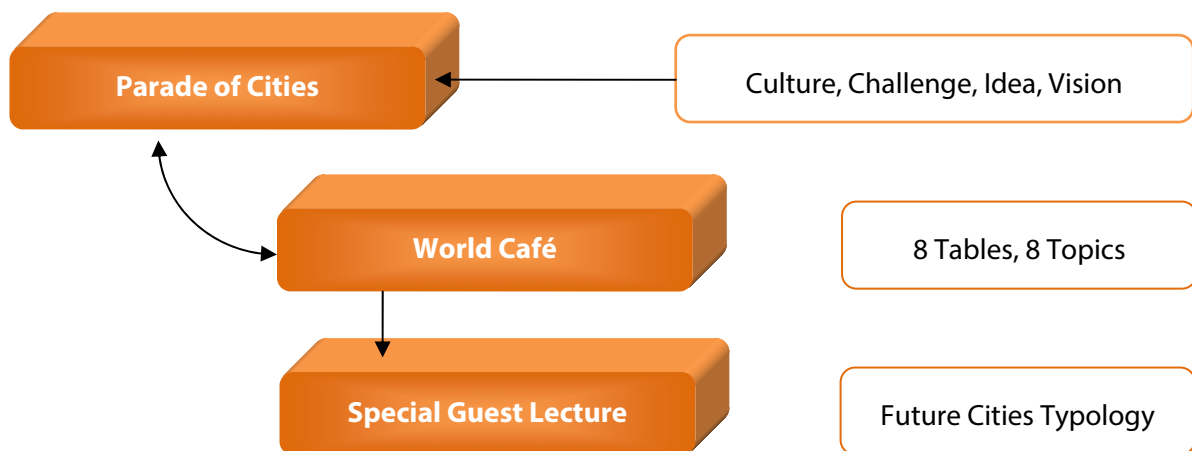
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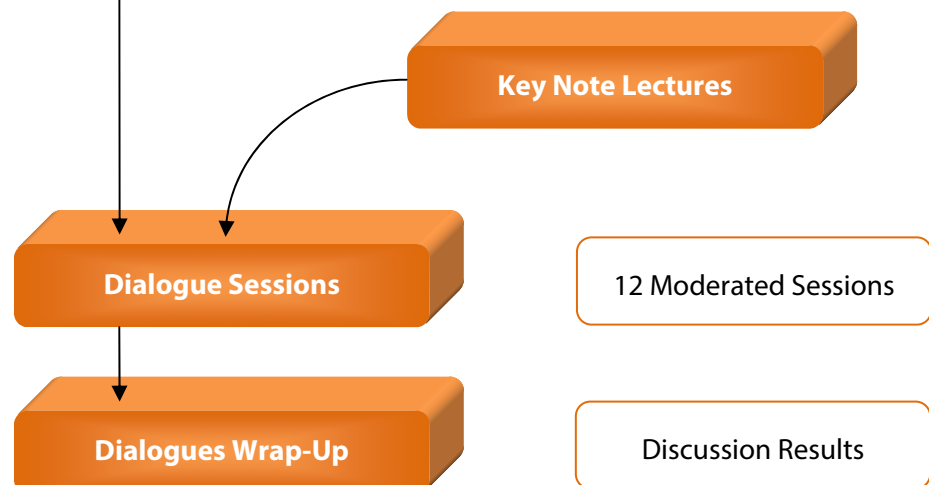
The Structure of the Urban Mobility Dialogue

Over four full days, the Urban Mobility Dialogue program includes participation in up to 12 dialogue sessions, an exhibition area, interactive lunches and various social events for networking and exchange. A guest lecture on "Visionary Mobility", given by an outstanding futurologist, will get you fired up and provide a cutting-edge, exciting vision on future mobility. Excursions in and around Berlin to innovative urban mobility projects and their sponsors, complement the program.

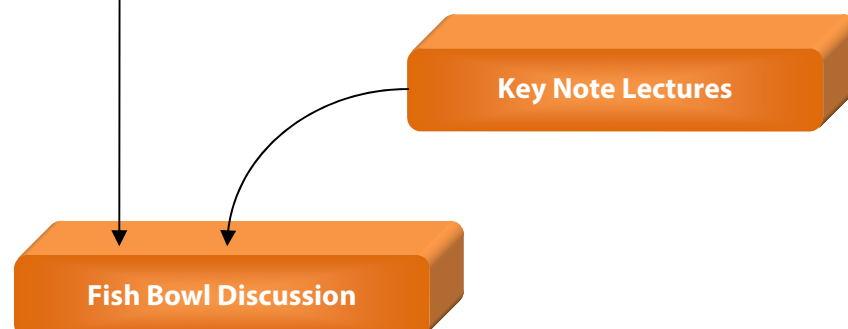
1st November



2nd & 3rd November



4th November



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The World Café

The World Café aims to bring together all participants in a first meeting where they can get to know each other and provide their perspectives and experiences regarding the main issues that will be addressed the rest of the week in the UMD. There will be 8 tables with general themes on urban mobility. Participants will sit at each table and respond to the questions asked by the moderators. Every 20-minutes participant changes the table (subject) and contributes in another. The World Café of the UMD will have 3 rounds (20 minutes each).

Cities Big Data, IoT Standards

Dialogue: **D05 + D09 + D13**

Expert: **Gemein, Haataja**

Tags: **#community**
#interoperability
#platforms

Moderator: Waldo Soto

1

Mobility as a Service

Dialogue: **D02**

Expert: **Sauthier, Babier**

Tags: **#ondemand**
#bigdata
#apps
#integration

Moderator: nexus institute

2

Stakeholders Agreement for New Mobility

Dialogue: **D01 + D06**

Expert: **Thess, Mischke**

Tags: **#innovation**
#stakeholders
#businessmodels

Moderator: Zsafia Pulay

3

Cities Urban Mobility Plans

Dialogue: **D14 + D15**

Expert: **Massud, Barker, Quigley**

Tags: **#multimodality**
#sustainability
#technology
#regulations

Moderator: nexus institute

4

Future Technologies for Last Mile Logistics

Dialogue: **D10 + D15**

Expert: **Ho, Wernecke**

Tags: **#drones**
#bikecargos
#electricvehicles
#newtechnologies

Moderator: nexus institute

5

Current City Challenges in Urban Mobility

Dialogue: **D03 + D07**

Expert: **John, Leclerc, Havemann**

Tags: **#regulations**
#incentives
#traffic management

Moderator: nexus institute

6

Solutions for Future Mobility Scenarios

Dialogue: **D03 + D11**

Expert: **Beckmann, Barker**

Tags: **#autonomousdriving**
#smartparking
#sharemobility

Moderator: Florian Sinn

7

SmartMobility and Decarbonized traffic

Dialogue: **D15**

Expert: **Neidlein, Hammer, Dold**

Tags: **#electromobility**
#batteries
#energy
#bikes

Moderator: Stephanie Ihlenburg

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The Dialogue Sessions

Using the cities input and the results of the World Café we dig deeper into the topics to explore how a common approach could help to cope with future challenges. Each dialogue session will have at least one expert to inspire the conversation and a moderator to support a fruitful and conclusive discussion.

Thursday, 2nd November

12:50	DIALOGUE 01: PCH INNOVATIONS Problem based Innovation design! How cities become clients and facilitators of change!	Dr. Michael Mischke Wendy Husser
12:50	DIALOGUE 02: Morgenstadt Global Initiative Mobility Concepts and Mobility as a Service	Dr. Natalie Pfau-Weller Christian Hudson
12:50	DIALOGUE 03: akademus & Dr. Martin Kracheel Where do we come from, where are we going? – Mobility Culture	Dr. Martin Kracheel Robert Knight
14:50	DIALOGUE 05: OASC City Meeting of OASC (Open and Agile Smart Cities)	Seppo Haataja Wendy Husser
14:50	DIALOGUE 06: NUMA DataCity: Experiencing our 9 month open-innovation program in 90 minutes	Maximilian Thess Sven Kindervater
14:50	DIALOGUE 07: SomosNewCity, akademus & Berlin Senate Legal, Economic and Social Coordination to develop Future Mobility	Alejandra Labarca Christian Hudson

Friday, 3rd November

13:30	DIALOGUE 09: FIWARE FIWARE enabling Cities: Mobility – Part I	Olaf-Gerd Gemein Sven Kindervater
13:30	DIALOGUE 10: Segway Last Mile Solutions	Tony Ho Robert Knight
13:30	DIALOGUE 11: akademus & Frank Beckmann Who do our streets belong to? – Smart Parking.	Frank Beckmann Wendy Husser
15:30	DIALOGUE 13: FIWARE FIWARE enabling Cities: Mobility – Part II	Olaf-Gerd Gemein Sven Kindervater
15:30	DIALOGUE 14: Chris Barker Consulting - CBC How do US/International cities develop infrastructure to accommodate new multi-modal mobility options.	Chris Barker Robert Knight
15:30	DIALOGUE 15: Berlin Agency for Electromobility – eMo Smart Mobility in Inner City Districts - Pros and Cons of Sharing Models	Conrad Hammer Christian Hudson
17:30	Wrap-Up - Dialogues	Moderators

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The Program (subject to changes)

Wednesday, November 1st, 2017

Registration 08:00 – 09:00	Registration	
Morning Session 09:00 – 12:40 (with coffee break)	Welcome	Organizer, Hosts
	Welcome Notes of Political Representatives	Mag. Henner Bunde (on behalf of Senator Ms. Ramona Pop), Secretary of State, Berlin Senate Department for Economics, Energy and Public Enterprises
	The History of Mobility in Berlin	Jan Gypmel , Journalist, Author, Urban Historian
	Parade of the Cities	<ul style="list-style-type: none"> • City's mobility (culture, status) • Mobility challenges in the city • Basic ideas to improve the city's mobility • Vision for city's mobility in 10 years, 20 years
	Abuja, NIGERIA	Eng. Emmanuel John , Director of the "Transportation Growth Initiative"
	Barcelona, SPAIN	Oscar Mauricio Chamat Nuñez , Coordinador implantación segunda fase carriles bici en Barcelona
	Berlin, GERMANY	Thomas Meißner , Divisional Managing Director Energy and Mobility, Berlin Partner for Business and Technology
	Buenos Aires, ARGENTINA	Juan José Mendez , Secretary of Transport Buenos Aires
	Kazan, RUSSIA	Rifat Asfanovich Khannanov , Department of Information Technologies and Communications Department of the Executive Committee of Kazan
	Las Vegas, UNITED STATES	Tina Quigley , General Manager, Regional Transportation Commission of Southern Nevada
12:40 - 14:10	Lunch, Talk & Exhibition	

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Afternoon Session 14:10 – 17:40 (with coffee break)	Parade of the Cities	Continuing from the Morning Session
	World Café With topics of the Dialogue Sessions	nexus , Institute for Cooperation Management and Interdisciplinary Research
	Closed FIWARE Meeting (Olaf-Gerd Gemein): Extending the Existing Network only city representatives (90 min)	
17:40 – 18:00	Talk & Exhibition	
18:00 – 19:00	Evening Guest Lecture on “ Visionary Mobility”: A Typology of Urban Mobility Needs by 2030 around the World Dr. Michael Mischke , PCH Innovations GmbH	
19:00	Prosecco Reception	

Thursday, November 2nd, 2017

Morning Session 09:00 – 12:00 (with coffee break) (Meeting rooms available on request)	Vision Innovation and Strategic Planning for Future Mobility Chaired by Dr. Gabriele Wendorf and Dipl.-Ing. Michael Abraham , Center for Technology and Society, TU Berlin	
	New Mobility	Prof. Andreas Knie TU Berlin, InnoZ, WZB
	Ideas and Concepts for Decarbonized Traffic	Christian Hochfeld Agora Verkehrswende
	Energy-Island@Landia.Org Ecologically and Economically Efficient Intermodal Mobility for People and Goods	Gunther Neidlein FIBERIN
	EMBERS: A New Smart City Mobility Ecosystem	Thomas Günther Fraunhofer Institute for Open Communication Systems FOKUS
	Gamifying the Commute: The Luxembourg Case	Dr. Martin Kracheel Associate Consultant at LuxMobility
	Panel Discussion: Smart Mobility and Transportation Necessary investments to improve the connectivity between infrastructure and the autonomous vehicles	Stéphane Barbier CDO TRANSPOLIS Smart City Lab

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	Smartcity goes Electric Fresh air and no noise will allow new quality of life	Markus Dold , Founder at eCharge.work
	Introduction to the Dialogue Sessions	Robert Knight , M.Sc. Moderator, Coach, Int. Leadership Consultant
12:00 - 12:50	Lunch, Talk & Exhibition	
Afternoon Session 12:50 – 16:20 (with coffee break) (Meeting rooms available on request)	Dialogue Sessions (partly parallel): Moderated sessions discussing main problems, hurdles and barriers to overcome, as well as possible and/or successful solutions and experiences	
	PCH INNOVATIONS presents (Dr. Michael Mischke): Problem based Innovation design! How cities become clients and facilitators of change! Dialogue Session, 90 minutes	
	OASC presents (Seppo Haataja): City Meeting of OASC (Open and Agile Smart Cities) Dialogue Session, 90 minutes	
	Morgenstadt Global Initiative (Fraunhofer Society) presents (Dr. Natalie Pfau-Weller): Mobility Concepts and Mobility as a Service Meet up Dialogue, 90 minutes	
	academus & Martin Kracheel present (Dr. Martin Kracheel): Where do we come from, where are we going? - Mobility Culture Dialogue Session, 90 minutes	
	SomosNewCity, academus, Morgenstadt & Senate Department for Economics, Energy and Public Enterprises present: Legal, Economic and Social Coordination to develop Future Mobility Dialogue Session, 90 minutes	
	NUMA presents (Maximilian Thess): DataCity: Experiencing our 9 month open-innovation program in 90 minutes Learn how to use startup-methodology to accelerate the development of data-driven solutions for sustainable cities Workshop, 90 minutes	
17:00 – 19:45	Sightseeing Night Tour by Pleasure Boat Departure: Kalkscheune – Arrival: Restaurant <i>Auster</i> (<i>Haus der Kulturen der Welt</i>)	
19:45	Evening Dinner at Picturesque Facility Restaurant <i>Auster</i> on the banks of the River Spree	

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Friday, November 3rd, 2017

Morning Session

09:00 – 12:35
(with coffee break)

Service & Technology Smart Mobility for Urbanites – Mobility as a Service

Chaired by **Dr. Gabriele Wendorf** and **Dipl.-Ing Michael Abraham**, Center for Technology and Society, TU Berlin

How FIWARE Transform Cities into Engines of Growth

Facing the urban mobility challenges of today and tomorrow

Olaf-Gerd Gemein

Business Architect, Co-Founder Smart City Lab, FIWARE Gold Member

The American Way, how to prepare US Cities' Mobility for the Future

Chris Barker

Chris Barker Consulting

Disruptive Innovation vs. Sustaining Innovation

What does that mean in the mobility ecosystem? What can startups do that incumbents cannot, and vice versa?

Ariel Sella

CEO CAPSULA, Smart Mobility @TAU, Tel Aviv University

Integral Planning - Living in a Digitized Neighborhood (Steimker Gärten)

Phillip Schmitz

Head of Technical Management
Residential Real Estate, Volkswagen Immobilien GmbH

Urban Ropeways – Opportunities in Changing City Environments

Thomas Schubert, Export Manager
LEITNER ropeways

New Ideas for Last Mile Solutions

Tony Ho, Vice President, Global Business Development, Segway Inc.

Urban Aerial Mobility - From Vision to Reality

Frank Wernecke, Founder & CEO
DroneMasters GmbH, Berlin

Waking the sleeping giant

A down to earth approach of how digitized infrastructure can enhance public transport and become the inevitable puzzle in sustainable smart city solutions

Larissa Zeichardt, CEO of LAT
Funkanlagen-Service GmbH

How smart parking systems could transform our cities

Frank Beckmann, Managing Partner & Co-Founder ParkenPropertyPartner, Consultant Smart Parking & Mobility

Information about Smart City Excursions

Organizer

Introduction to the Dialogue Sessions

Robert Knight, M.Sc.
Moderator, Coach, Int. Leadership Consultant

12:35 - 13:35

Lunch, Talk & Exhibition

Afternoon

Dialogue Sessions (partly parallel): Moderated sessions discussing main problems,

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Session 13:35 – 18:20 (with coffee break) (Meeting rooms available on request)	hurdles and barriers to overcome, as well as possible and/or successful solutions and experiences	
	FIWARE presents (Olaf-Gerd Gemein): FIWARE enabling Cities: Mobility Workshop with a lot of hands-on and practical demonstrations, 2 times 90 minutes with coffee break	
	Segway Inc. presents (Tony Ho): Last Mile Solutions Dialogue Session, 100 minutes	
	CBC presents (Chris Barker): How do US/International cities develop infrastructure to accommodate new multi-modal mobility options. Panel discussion with US Cities Representatives. 100 minutes.	
	Berlin Agency for Electromobility - eMo presents (Conrad Hammer): Smart Mobility in Inner City Districts Dialogue Session, 90 minutes	
	academus & Frank Beckmann present (Frank Beckmann): Who do our streets belong to? - Smart Parking Dialogue Session, 90 minutes	
	Wrap-Up Dialogues (in plenum)	Dialogue Moderators
18:20	Leisure Time	
or starting 15:50	Smart City Excursion Berlin (on request - to be chosen on registration) <ul style="list-style-type: none"> Excursion 1: EUREF-Campus - The City Quarter of the future & The Innovation Center for Mobility and Social Change (InnoZ) (max. 25 participants) <p>Explore the unique location for companies in the fields of future mobility, energy and sustainability - the only center for innovation and future projects of its kind in Europe. Visit to InnoZ and learn about their intermodal and automated mobility concepts.</p> Excursion 2: DAI Lab & The Future Train Station "Südkreuz" (max. 25 participants) <p>Visit to DAI Lab with presentation of newest research projects and real-life test for automated and connected driving, electro mobility, intermodal routing. Explore the future train station - Inno2Grid and the Deutsche Bahn are testing innovative mobility, information and energy concepts in various projects at this very unique railway station.</p> 	

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Saturday, November 4th, 2017

Morning Session 09:00 – 10:50 (with coffee break)	Transition Process Livable Cities: Urban Planning, Mobility Infrastructure, Civil Society Projects Chaired by Dr. Gabriele Wendorf and Dipl.-Ing Michael Abraham , Center for Technology and Society, TU Berlin	
	Redefining Governance and Reinventing Citizenship in Transforming Cities Barcelona's Superillas	Doc. Prof. Esteve Almirall Esade Business School
	new-mobility.berlin Joint Project in a Berlin Neighborhood	Frank Hansen BMW Group
	The Transportation Growth Initiative for African Mobility	Eng. Emmanuel John TGI Abuja
	Hyperloop ∞st The Future of the Los Angeles-San Diego Mega Region	Rene Peralta San Diego State University
	Wheelmap Pro — How to crowdsource accessibility information for every city	Holger Dieterich , Chairman SOZIALHELDEN e.V.
	How to integrate public transport into a MaaS model?	Fabien Sauthier, Germany Head of Business Development at MotionTag
10:50 – 11:50	Appetizers & Exhibition	
11:50 – 13:05	Fishbowl Discussion Summarizing the Dialogues	Jonas Schorr Smart City Expert, Berlin Participants
	Closing Ceremony	Organizer
13:05	Close	



The Cities



Abuja, Nigeria

Represented by: **Eng. Emmanuel John, Director of the "Transportation Growth Initiative"**

Abuja is the capital city of the Federal Republic of Nigeria. The city is designed as a model city comparable to other large cities in the developed world, with a population of 6 million growing at 13.9% per annum; it is one among the 10 fastest growing cities in the world. For the city center (CBD), the design population capacity was for 350,000 inhabitants but presently there are about 500,000 inhabitants. In addition, over a million other workers feed into the city center from the suburbs every morning and return in the evening, through only three (3) main outlets, as a result, the transportation demand is enormous. The transportation system is generally characterized by individual car ownership creating heavy traffic congestions especially at the 3 entry points to the city center. The city's road networks are splendid and modern; this makes **Abuja** very beautiful and serene during weekends when there is no large influx of workers to the city center.

The Problem

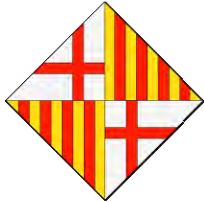
Although for commercial purposes, smaller buses, motorized three wheelers and motorcycles are banned, only high capacity busses, official busses (staff busses of government agencies) and private vehicles are permitted into the city center, generally, car sharing is a popular mode for low income commuters on certain routes within the city. There are no strong regulations, which make the commercial transport system and particularly bus system an "anything goes" affair. Much more importantly, the buses as commercially provided by the city's urban mass transit authority as well as other commercial transporters are grossly inadequate for the population; they are also mostly poor in quality, not automated and have no predictable timings. There are for this reasons patronized only by those who cannot afford beyond it-low income earners. By implication, this is a major reason for the car dependent transportation system currently prevailing in the city. Private investors who could have turn the tide are not sure of recouping their investment owing to unstable government policies, so they are not willing to come in. Similarly, the inadequacy and in some cases non-provision of transport system to address the last mile mobility needs of residents makes public transport use burdensome.





Barcelona, Spain

Represented by: **Oscar Mauricio Chamat Nuñez**, **Coordinador implantación segunda fase carriles bici en Barcelona**



Bicycle lanes network – Barcelona Town Hall Initiative

The extension of the cycling infrastructure is one of the main objectives that will allow the implementation of the measures of the Urban Mobility Plan (2013-2018). The aim of the **Barcelona** City Council is to reach the 308 kilometers of bike lane at the end of the mandate, which means an increase of 165% with respect to the starting point of the Bike Strategy measurement for 2015 (starting from the a plot of 116 kilometers). In this way, 95% of the city's population will have at least one bike lane 300 meters away from their home. For this reason, it is planned to carry out about 130 performances in streets and locations to achieve the total deployment of the cycle lanes network. In most of the points, new cycle lanes are set up, although in some areas, what will be done will be improvements or actions to signal bicycle streets (zones 30) or bicycle itineraries. Some of the projects that are being reviewed are already underway or in process, while others have not yet started. This is an initial proposal that will be defined according to the real needs of the network or connectivity, among others. To carry it out, a new cycle path design manual has been developed, with the aim of improving the safety of cyclists, reducing pedestrian conflicts, improving the connectivity of the new cycle lanes, signaling, regulation, design and all related aspects. Deployment of the bike lanes network In the framework of the Measurement of the strategy of the bicycle, the construction or prolongation of several cycle lanes is foreseen. Check the map of the current situation (July 2017) of the bike lanes, implanted and under construction, and the cycle routes.



Berlin, Germany (Senate Department for the Environment, Transport and Climate Protection)

Represented by: **Thomas Meißner**, Managing Director Energy and Mobility Division, Berlin Partner for Business and Technology

With 342 cars per 1,000 inhabitants, **Berlin** has a remarkably-low rate of motorization compared to other large cities. More journeys are made in the city centre with public transport, on foot or by bicycle than by car. This is also a consequence of continuous promotion of pedestrian and bicycle traffic as well as public transport in **Berlin** over a number of years.

On average, each Berliner makes three journeys per day, and in the process spends about 70 minutes in traffic. An interesting figure is that the proportion of journeys on foot in **Berlin** is almost as high as that of journeys covered by car.

It is clear that inhabitants demonstrate different traffic behaviors depending on where they live in the city. Inhabitants of the Friedrichshain-Kreuzberg and Mitte districts make more journeys on foot than the inhabitants of other districts; for cycle traffic, the highest proportions are found in the Friedrichshain-Kreuzberg and Pankow districts; for public transportation, Lichtenberg and Marzahn-Hellersdorf; and for road vehicles, Reinickendorf and Spandau.

Traffic behaviors depend on several factors. Forward-looking traffic planning and policy can create suitable basic conditions to guarantee mobility and the most environmentally friendly transportation possible.

A forward-looking traffic policy has the task of creating a sound framework for mobility that is compatible with the city and the environment. The basis for this is the most detailed possible knowledge of data and facts concerning **Berlin** traffic.

The introduction of the environmental Green Zone in 2008 together with noise abatement measures have contributed towards reducing the adverse effects of car traffic and enhancing the quality of life of all inhabitants of **Berlin**.

The new "Stadtentwicklungsplan Verkehr" (Urban Development Plan: Traffic) sets the course for continuation of successful, modern traffic policy in **Berlin**. It defines goals and formulates strategies for traffic policy. It takes

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account of new trends and behavioral patterns against the backdrop of demographic development and other general conditions of large city transportation.



Buenos Aires, Argentina

Represented by: **Mr. Juan José Mendez, Secretary of Transport of Buenos Aires**

Buenos Aires is an enjoyable city; a place that guarantees the integration of the most vulnerable population and encourages creativity and innovation, so that we can all develop our potential. A connected city, that promotes public transportation, sustainable, predictable and with good quality; that prioritizes pedestrians and cyclists. This is a paradigm change: from transportation to mobility. We design a city for the people, with human scale, where streets are a true meeting point. Our main objective is to improve the quality of transportation because this is a mobility option used by the vast majority. It is the most democratic, inclusive and sustainable way, and we want more people to choose it every day.

Demographic and transportation context

Buenos Aires, a city with 2.8 million inhabitants, has a metropolitan area with more than 12 million people and has a very developed public transportation network, with 850 km of railways, 60 km of subway and 18,000 buses operating on over 200 different routes 24 hours a day. Ensuring good public transportation is essential in a City where 8 million trips are made every day and to which almost 3 million people commute on a daily basis, where services have to be provided for almost twice the people living in it. Over the past 6 years, the City began developing a BRT (Bus Rapid Transit) network to improve intermodality and transportation efficiency. Although it had one of the first subway networks in the world, inaugurated in 1913, during many years the government focused its attention on improving infrastructure such as highways linking the city to its suburbs. This vision, which has now changed into one centered in public transportation and healthy mobility ways, led to the current numbers, which show 45% of people entering the City in their daily commute do it by car. However, over 83.5% of trips made within the city are done by public transportation, which shows that there is a high contrast between the quality of mobility between the City and the rest of the Metropolitan Area. This type of contrast is essential in understanding most of the challenges faced by the City Government when planning new solutions to improve transportation quality in Buenos Aires, as not only is there an important difference between the services provided at the outskirts and those within the City, but there are also opposite social realities coexisting within the City itself. This is why we believe it is so important to ensure transportation as an important tool to improve connectivity but also in reducing social inequality, not only by creating bridges between different neighborhoods, but also by improving the quality of public space and creating a safer environment for economic and social growth.

Additional Information

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- Every day, more than 8 million people move within the city, 83.5% of which do it by public transportation (57% by bus, 18% by subway, 1% by train, 4% by taxi y 3,5 by bicycle).
- 137 bus lines circulate in the City of Buenos Aires. Only 25 of them begin and finish their routes within the City boundaries, most of them connect with the Metropolitan Area.
- The Buenos Aires BRT Network is 62.5 km long and has 8 functioning corridors, 91 bus lines which benefit over 1.4 million users and a 50% reduction of travel time.
- The bus, with a 57.5% of the total amount of public transportation users, it is the most used transportation mean within the City. With the BRT Network growth, the citizens' quality of life will continue to improve by ensuring a safer, more comfortable and faster travelling.
- The Buenos Aires Metropolitan Area has the biggest railway network in Latin America, with 850km. The "RER" project is set to improve quality of service, raise frequency and connect all lines at the City center.



Kazan, Russia

Represented by: **Rifat Asfanovich Khannanov**, Department of Information Technologies and Communications Department of the Executive Committee of Kazan

Kazan is the capital and largest city of the Republic of Tatarstan, Russia. With a population of 1,216,965, it is the eighth most populous city in Russia. **Kazan** lies at the confluence of the Volga and Kazanka Rivers in European Russia. The Kazan Kremlin is a World Heritage Site.

In April 2009, the Russian Patent Office granted **Kazan** the right to brand itself as the "Third Capital" of Russia. In 2009 it was chosen as the "Sports capital of Russia" and it still is referred to as such. The city hosted the 2013 Summer Universiade, 2014 World Fencing Championships, the 2015 World Aquatics Championships, and is one of the host cities for the 2017 FIFA Confederations Cup and the 2018 FIFA World Cup.

In 2015, **Kazan** was visited by 2.1 million tourists, which is a 20% increase in comparison with 2014. The **Kazan** Kremlin was visited by 1.5 million tourists in 2015 and hotel and entertainment complex with aquapark called the "Kazan Riviera" was visited by 1 million tourists.

A Smart City for the 22nd Century

Kazan Smart City is a groundbreaking urban development project designed to spur the growth of investment into high technology, medicine, education, and tourism. The project is being developed using the latest advancements in urban planning and engineering.

Kazan Smart City will transform the Republic of Tatarstan's capital of **Kazan** into a full-fledged international business hub with ideal conditions for working and living.

A greenfield development project, **Kazan** Smart City is the first example of holistic urban planning according to smart city principles in all of Russia.



Las Vegas, United States of America

Represented by: **Tina Quigley**, General Manager at Regional Transportation Commission of Southern Nevada

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Southern Nevada is most recognizable for the lights and excitement of its famous Las Vegas Strip. While our remarkable and world-renowned tourism economy is a source of pride for all who live and work here, we are just as proud of the community we have built for those who call the valley home.

Within the next 10 years, our residential population is projected to grow from 2.1 million to 2.7 million, while our visitor population will increase from 43 million to 53 million! While a boon for our economy, this growth creates many challenges, including the need to reduce congestion, improve safety and increase our transportation system's capacity. Fortunately, our desert oasis is ripe for mobility improvements from more cycling and pedestrian accommodations to expanded transit options. With 175,000 daily transit trips on our 39-route bus-only system, we are still only accommodating approximately 70 percent of the transit demand in our valley.

In addition to traditional solutions like grade-separated pedestrian crossings, high capacity transit services and complete streets treatments, we are working as a community to explore emerging technologies and smart community strategies to address our mobility hurdles. We know collaboration with elected officials, community stakeholders and business leaders is the only way to solve our most critical transportation issues. Together, we are working to create a truly connected community that ensures continued economic prosperity and a high quality of life for generations to come.



Medellin, Colombia

Represented by: **Manuela Garcia, Technical Director, Secretary of Government and Cabinet Management**

In recent years, **Medellin** has undertaken a process of growth and change in response to multiple challenges that have contributed to the city we have today.

Our city has always adapted to change and strives to face the many challenges and adverse situations that we have encountered. We seek to strengthen our capabilities and to confront these challenges through a process of strategic planning that identifies issues and designs multi-faceted comprehensive solutions from the security, coexistence, social cohesion, citizen culture, education, mobility, risk and territory management, information management, and sustainability.

The process of urban renewal and expansion as well as an increase in the number of vehicles on our roads have generated a response to the challenges of human mobility and the need for development and improvement of our mass transportation systems. In this vein, **Medellin's** concept is that the city should adapt to the needs of the present generation that demands a sustainable and co-responsible development. Our vision is to make mobility more efficient accessible and user friendly for the benefit of all.

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Each day, the orientation of policy is to support new transport strategies with the lowest environmental, economic and social cost. We also strive to enhance and improve public spaces within the city for the enjoyment of our citizens and to integrate a multi-modal system of sustainable mobility, a process in which the different means of the transport are undertaken in balance with the environment.

The distribution of various modes of transport in the city reflects a culture of mobility that requires transformation to increase the use of environmentally sustainable means of transport. For this to be achieved it is important to encourage the use of the Integrated Transportation System of the Valle de Aburrá (STIVA), we also strive to encourage the use of bicycles through dedicated networks and to generate more favorable conditions for pedestrians.

Medellin has adopted an Integrated Transportation System of the Valle de Aburrá (SITVA), which includes Metro, Metroplús, Metro Cable, Feeders, and Tram. According to our studies, in 2014 the integrated system mobilized 180.557.640 user trips, equivalent to 44.04% of all passengers that used public transport in the city. In addition had a daily average of 1.120 vehicles in service. In 2015 it is estimated that an average of 1.527.000 users were transported daily within our public transport network.

Of these, 47.0% correspond to the users mobilized in the SITVA. By 2024, the POT's Sustainable Mobility Integral Plan hopes to modernize the public transport service (including all kind of buses) and by 2030 it proposes to build specific corridors for the mass transit system and trunked trunks for collective public transport, thus contributing towards the sustainability of the system. In order to reach these goals, mobility guidelines for the city must prioritize pedestrians, public transport; encourage bicycle use and other non-motorized means of transport. In addition, the use of electric mobility should be encouraged to promote our aims of a reduction in energy consumption and greenhouse gas emissions and to reduce the rate of accidents.

For this objective to be achieved the city requires the continuing construction of platforms, green trails, bicycle lanes and other form of infrastructure enhancements to encourage the use of bicycles, walking and other forms of eco-friendly commuting for all our citizens.



Portland, United States of America

Represented by: **Mauricio Leclerc, Section Manager, Transportation Planning Division, PBOT City of Portland Bureau of Transportation**

Portland is a city known for its multimodal transportation system – and it is at a pivotal point. Our economy is growing and providing job opportunities for more people.

Neighborhoods are revitalizing throughout the city – often because they are walkable, bikeable, and well-served by transit. But that prosperity is not shared by all **Portlanders**. Rising rents have pushed its most vulnerable residents to neighborhoods farther from the city core, where a disconnected street grid results in traffic

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congestion and makes it difficult to provide good transit service. Low-income residents and people with disabilities struggle with longer travel times, dangerous conditions for walking or using mobility devices, and less frequent transit service. In east **Portland** especially, transportation inequities threaten our ability to remain a city for all.

In the face of these pressures, **Portland** is at a crossroads. A multimodal future is not just desirable – it's necessary. Limited resources for new roads, a lack of space in which to put them, and an imperative to reduce emissions and address climate change all point to shifting daily trips away from single occupancy vehicles. But this multimodal future must be accessible to every **Portlander**.

The core issues facing **Portland** are not unique: we need to improve safety, enhance mobility, address climate change, and create opportunity for all residents. The challenge is to address these issues in a way that ensures equity is at the center of this paradigm shift. Here, that means all **Portlanders** have access to the city's best choices – not just the ones that require personal car ownership.



Saint Petersburg, Russia

Represented by: **Evgenii Vorobev**, Head of traffic management department in the Saint-Petersburg Transport Infrastructure Development Committee

Presently the transport system of **St. Petersburg** is being actively developed, the large-scale projects, being implemented in the city, are complementing historical **St. Petersburg** with projection into the future, to the 21st century. This refers to a traffic junctions at the intersection of Pulkovskoe sh. and Dunaitsky pr., the Western High-Speed Diameter with its numerous bridges and overpasses, the Makarov embankment, the foot and transport bridge in the alignment of Yakhtennaya ul., the driveway along the southern bank of the Obvodny Canal with a traffic junction at the intersection with Obukhovskoy Oborony pr., the bridge spanning the Malaya Neva in the vicinity of Serny Island and many other facilities.

The development of transport infrastructure, including the metro and the express tram, organizing transfer hubs and ensuring comfortable passenger transportation are considered the top-priority tasks for the city's development.

The annual budget investments in the sector, made within the Targeted Investment Program, grown over the past five years from 20 billion rubles, in 2013, to 41 billion rubles, in 2017.

Road-building and bridge-building companies, working at the city's facilities, are introducing advanced materials and innovative technologies, allowing to extend the service life of facilities and reduce operating costs.

The state authorities are actively attracting investors for projects on constructing the facilities of the transport infrastructure.

There was an agreement signed between Saint Petersburg City Administration and Eurasian Development Bank at the **St. Petersburg** International Economic Forum SPIEF'17 on investing at least 150 billion rubles in constructing the Latitudinal Highway with the bridge spanning the Neva River in the alignment of Fayansovaya ul. and Zolnaya ul. A similar agreement, worth 110 billion rubles, was signed with VTB Capital Bank.

In 2017 the country's first private tram will take the route in Krasnogvardeysky district of **St. Petersburg** after the tramway system is reconstructed and engineered.

The attraction of investments on the basis of the Public-Private Partnership and concession provides the great opportunities for the development of the transport system of the Northern Capital.

Amid the tasks, the industry is facing, professional skills of workforce and competence of management are crucially important. All of us, members of **Saint Petersburg** City Administration and Committee for **St. Petersburg** Transport Infrastructure Development, industry players, city's residents, working together will bring the quality of the transport infrastructure of **St. Petersburg** into compliance with European and world standards.

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Santiago de Chile, Chile

Represented by: **Miguel Olivares, Coordinator of the Urban Mobility of the City of Santiago**

In the heart of the capital of Chile, the area of the Municipality of Santiago receives about 2.5 million people daily, which has a direct impact on urban mobility and traffic management. For this reason, for the last 4 years, the Municipality has incorporated into its management the development of a comprehensive mobility plan to improve and optimize the experience of people moving around the commune, as well as optimizing the logistics production processes for the abundant commerce in the area.

It began by giving priority to more sustainable modes of transport, such as walking, cycling and public transport at the expense of private motor vehicles. The main mobility projects consisted of eliminating vehicle lanes, parking lots or even closing sections of streets to give new spaces to pedestrians, cyclists and users of public transport, either by widening sidewalks, building new bike lanes or pedestrian sections to promote pedestrian access. In addition, the Ministry of Transport and the Municipality of **Santiago** agreed to extend the hours of exclusivity for public transportation in some streets and use cameras for supervision and subsequently fine private vehicles using public transport rails.

The Plan aims to improve the quality of life of neighbors and visitors, as well as increase road safety. In this way, the Municipality of **Santiago** will create more green spaces, increase routes for cyclists, allow the existence of areas of slow traffic and improves sidewalks.

The Integral Mobility Plan is the result of a joint search by authorities and citizens for a public policy that will guide the road towards sustainable urban development, so as to provide future generations with a cleaner and more equitable city with standards and international practices.



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Toronto, Canada

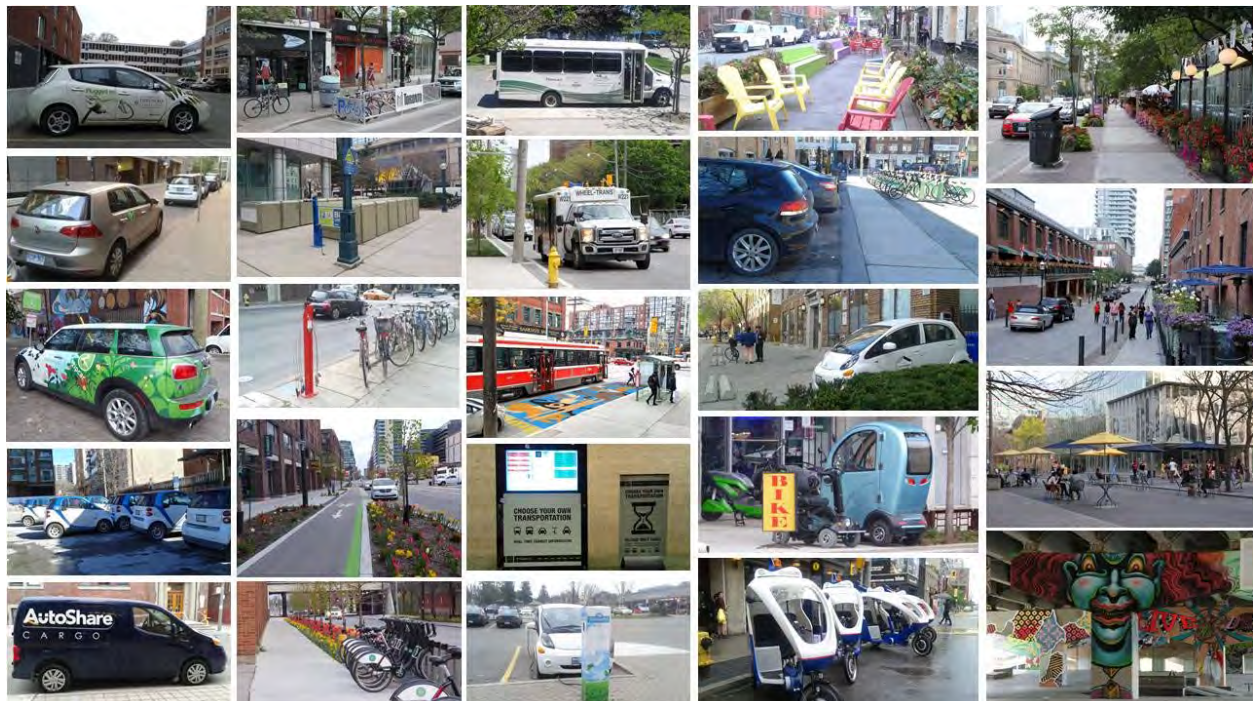
Represented by: **Dewan Masud Karim, Senior Transportation Planner at Toronto**

Innovative Mobility Ecosystem for Urban Planning Areas in Toronto

Urban planning, infrastructure design, and mobility policy are up against a tough system-level challenge: the rapid adaptation of shared mobility. The new mobility is destabilizing the current auto-oriented transportation paradigm, and gradually moving towards a new mobility ecosystem. In order to capture the potential and create shared infrastructure, an innovative mobility planning model based on a scientific approach was developed to identify context-sensitive area solutions and the scaling of the proposed ecosystem for short-and long-term horizons.

The approach first lays out an overall path of transformation to a future ecosystem that maximizes the social, environmental and economic well-being of users. The development of basic principles including limiting boundaries or constraints and interdependency between basic city building elements has been analyzed through maximization of social, environment and economic benefits. The second stage establishes the link between the policy variables of land-use and mobility options while formulating the multimodal demand forecasting and infrastructure needs assessment process. Finally, the demand and supply scale of shared mobility is developed with innovative policy and implementation strategies that minimize or eliminate negative impacts on quality of life.

In addition to new planning approach that integrated emerging and future mobility system into master planning process, the project introduced two new mobility system concept to address first-and-last and easily accessible multimodal locations for short trip needs in urban areas: 1) Ecomobility Points – a multimodal one-stop service points for all users by redesigning public parking, transit service locations and semi public/private locations, and 2) EcoMobility Placemaking – creating a new form of public space from unused pavement spaces given to vehicles while enhancing green space, new space for shared and emerging mobility modes on streets or private/public locations, proper trip end facilities for shared autonomous vehicles and incorporating water infrastructures. Roughly seventy “EcoMobility places” created a soccer field size new public space in **Toronto**. Identification, reallocation and redesigning the place is not widely recognized and practiced to urban planners and designers prior to the project.



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Vienna, Austria

Represented by: **Mag. Dominic Weiss, Head of TINA Vienna GmbH, Smart City Agency**

The **Vienna** Urban Mobility Plan reflects the consistent implementation of a vision of the city enshrined in the Urban Development Plan STEP 2025: mobility in Vienna should be fair, healthy, compact, eco-friendly, robust and efficient. “Together on the move” is the buzzword. In the years to come, **Vienna** transport policy will be uncompromisingly geared to fostering eco-mobility. Expressed in modal split indicators, the target of STEP 2025 is “80:20”, which means that the citizens of **Vienna** are to use public transport, cycle or walk to cover 80% of the trips they need to make, whilst the share of car transport should decrease from the present 28% to 20%. Walking and cycling are modes of active mobility, which means that they are conducive to health. Eco-mobility is considered an integrated system in this concept - with optimized interfaces between modes of transport and additional services of city-compatible mobility (e.g. mobility cards, bike sharing and car sharing systems).

Wherever additional high-capacity roads are needed in new neighborhoods of the city, these will be planned in a city-compatible way – offering sufficient space to pedestrians and cyclists as well as public transport, and attractive design which invites people to linger. The aim is to develop and use urban infrastructure as a resource in the most efficient way possible. “

Enabling mobility without car ownership” is a central transport-policy concern. The level of motorisation of Vienna’s population, i.e. the number of motor vehicles per inhabitant, has been decreasing to 381 passenger cars per 1,000 inhabitants in the past ten years – which indicates that the principle of transport modes combined flexibly according to people’s needs and circumstances is already working well as an appealing and crisis-proof (hence robust) alternative. This requires compact urban development and the continued expansion of the city’s highly efficient public transport infrastructure so it fulfills the needs of a growing metropolis. Improvements in the suburban railway and underground networks will remain the mainstay but at the same time, areas in between also need to be provided with tangential tram and bus lines to create a dense public transport network with good connections within the city and between the city and the surrounding region.

Close coordination and cooperation in matters of transport and spatial planning within the entire Eastern Region is crucial for the success of Vienna’s transport policy. This is why for the first time ever, the **Vienna** Urban Mobility Plan includes a regional mobility plan prepared and supported by the three provinces Burgenland, **Vienna** and Lower Austria; it forms the basis of all local and regional measures in the mobility sector and thus fills the idea “Together on the move” with life. The Vienna Urban Mobility Plan was prepared by means of a far-reaching discussion process bringing together many institutions and representatives of organizations. The input generated by a Citizens’ Council was likewise incorporated. The **Vienna** Urban Mobility Plan was adopted by the City Council as part of the Urban Development Plan STEP 2025 in December 2014. Tying in with STEP 2025 the **Vienna** Urban Mobility Plan provides detailed pointers for sustainable mobility in **Vienna**.

Goals were defined and 50 packages of measures were devised to contribute to reaching the goals.



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The Experts

Session Chair (Moderation of the Morning Sessions):



Dr. Gabriele Wendorf, Germany

Scientific Director of Centre for
Technology and Society (CTS),
TU Berlin

Dr. Gabriele Wendorf is the scientific director for the Centre for Technology and Society (CTG) at the Technische Universität Berlin (TU Berlin). She was previously a Vice President of TU Berlin and visiting professor at the Chair of Designing, Architecture and Urban Development in Global Relations. Her background is a rich mix of economics, applied science and urban development.

In addition to her long academic career, **Wendorf** cofounded and served as CEO of the Association for Applied Programming (Gesellschaft für anwendungsorientierte Programmierung GAP mbH)

She studied Industrial Engineering and Management, specializing in Civil Engineering at TU Berlin.



**Dipl.-Ing. Michael Abraham,
Germany**

Research Fellow at Centre for
Technology and Society (CTS),
TU Berlin

Michael Abraham studied City and Regional Planning at the Technical University in Berlin. Supported by a DAAD scholarship, he also spent one year studying architecture, geography and management at Montana State University, USA. Since 2007 he is working as a research fellow at Technische Universität Berlin. Ever since he worked in several European and international projects aiming at promoting sustainable urban mobility. Within this research field he is currently focusing on the process and impact evaluation of transportation measures. His general research interest is oriented towards the testing and assessment of sustainable urban transportation projects and complex strategies as well as towards the identification of transferability criteria of success factors and the corresponding knowledge exchange on an international level. Additionally, he dedicates his activities to general and specific questions related to the conception, implementation, analysis and evaluation of Smart City concepts.

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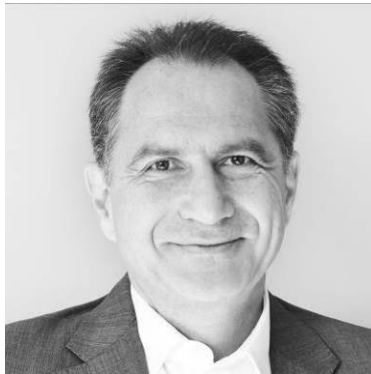


The Speakers:



Esteve Almirall, Spain
Esade Business School, Barcelona

Esteve Almirall serves as Associate Professor in Esade Business School where his research focuses on Innovation, particularly on Open Innovation and Data Science. His work has been referenced in HBR and he is a frequent speaker in conferences around Innovation, Big Data and Data Science, Smart Cities, Living Labs and Open Data/Gov. His background is a mix of Management Science (PhD, MRes, MBA) and Computer Science /A.I. (MSc, MRes). **Esteve** is also highly involved in European Projects and EU organizations having coordinated and participated in many EU projects on Innovation and Smart Cities. He is passionate about how we can use IT to redefine governance and reinvent citizenship in the XXI century transforming cities from service providers to ecosystem orchestrators and therefore fostering growth and promoting entrepreneurship.



Stéphane Barbier, France
CDO TRANSPOLIS, Lyon

Stéphane is currently CDO – Chief Development Officer - of TRANSPOLIS - a smart city lab - in charge of marketing, communication, business development and the fundraising activity. Prior to that, he was deputy CEO of STUDIOSANTE a fast-growing healthcare company specialized in home healthcare services. He ran the strategic development and the global operations.

Stéphane has had a varied and exciting career. He has been Senior Director of Business Development at INVESTINLYON and General Secretary of the WORLD TRADE CENTER LYON. In his involvement in international business development, Stéphane led many strategic operations:

- he advised innovative startups and Fortune 500 companies start their business in France with a focus on the healthcare and cleantech sectors,
- he helped bringing talents to Lyon to make it one of the most attractive cities in Europe for the creative class,
- he worked closely with the finance industry - PE and Sovereign Wealth Funds from the GCC countries - to support strategic urban projects.

As General Secretary of the WORLD TRADE CENTER LYON, member of the World Trade Centers Association in NYC, **Stéphane** turned a non-profit association into a profitable private company with a major real estate project. Prior to that, **Stéphane** ran INNOVEXPERT to boost the consulting activity for SMEs and tech companies. **Stéphane** co-founded PARTNERS Consulting in 1996 During 7 years as CEO, he focused on strategy and business development with international clients. At this time, Stéphane was convinced that the humanities should be better combined with technology to face new innovation challenges.

Stéphane started his career as Marketing Director for OTIO France, a French high-tech startup for which he set promotional and marketing actions to launch several new products and holds a Master's degree in Marketing Management from the University of Lyon and has received training in Strategic Management from EML the Lyon Business School. He is also a Board member of HARA (Health Angels Rhône-Alpes), the regional network of healthcare business angels.

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Chris Barker, United States
Connected Car/Transportation
Technology Consultant,
Scottsdale

Chris Barker is a Connected Car/Transportation Technology Consultant and Founder for CBC Consulting. He is focused on advocating the role of technology in advancing the modernization of transportation and urban mobility. **Chris** provides business, communications and public policy consulting support to automakers, aerospace companies, suppliers, technology companies, investment firms and government organizations around the globe. **Chris** has provided consulting support to companies/organizations such as, AAA, Boeing, Bosch, BMW, Chrysler-Fiat, Delphi, Ford, Honeywell, Hyundai, Teradata, United States Department of Transportation, Visteon, Vulcan and more. Chris has been a transportation technology advisor for the recent USDOT/Vulcan Smart City Challenge focused on advancing smart city transportation innovation in cities across the US.

Chris has also supported the C3 Group and led the development of six major connected car conferences across the US. In addition, **Chris** has been a Connected Car/Future of Mobility keynote/panel speaker at CES (Las Vegas), SXSW (Austin), RSA (San Francisco), CE Week (New York), A-Bace (Shanghai) and IAA (Frankfurt). **Chris** has served as an executive board member on the Connected Car Council comprised of automotive and transportation technology leaders from across North America. **Chris** is also on the Board of Directors for the Association for Commuter Transportation (ACT) responsible for advancing improved commuter transportation options for commuters across the US.

He serves on the board of the American Marketing Association and is a four time recipient of national PR Award honors in the categories of crisis management/issues management, business campaign of the year and mid-size company PR campaign of the year.



Frank Beckmann, Germany
Managing Partner & Co-Founder
ParkenPropertyPartner,
Consultant Smart Parking &
Mobility, Hannover

Frank Beckmann has been working as CFO and CEO with Q-Park, a leading carpark operator, from 2005-2015. In January 2015 he became international consultant smart parking & mobility as well advisor for investment companies within the parking sector. In August 2017 he started as managing partner & co founder ParkenPropertyPartner providing all parking expertise as one-stop shop to real estate companies.

Previously he worked for over 12 years as CFO in various companies including three years in Asia. **Frank Beckmann** regularly publishes newsletters on LinkedIn about future developments of parking and mobility. He is member of the advisory board of the Medici Institute in India.

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Oscar Mauricio Chamat Nuñez,
Spain

Coordinator of Bike Trails
Implantation-2ndPhase-
Barcelona City

Oscar Chamat is a bilingual, Colombian Civil Engineer. In his professional career, he has worked in multi-stakeholder urban projects with social workers, telecommunications engineers, artists or researchers in the field of creativity, among many profiles.

He also has worked on projects of different scales (small municipalities in Colombia, European projects, for the city council of Barcelona and for the Spanish) as well as for companies of sectors that by their activity have an important impact in the territory. At the same time, and more markedly in recent years, **Oscar** has focused on knowledge transfer and generation of business opportunities between Europe and Latin America in the field of cities, innovation and technology - specifically in the field of smart cities and smart buildings.

As a complement to these projects, he currently is a guest teacher in a specialization in the field of urban innovation and citizen participation. Finally, he has been the creator of an online knowledge platform in the field of urbanism for Spanish-speaking cities.



Holger Dieterich, Germany
Chairman SOZIALHELDEN e.V.

Holger Dieterich is the co-founder and product manager of Wheelmap.org, a global map to find and mark wheelchair accessible places. In Berlin he also helps other startups to get on the ground."

www.sozialhelden.de

www.wheelmap.org

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Markus Dold, Austria

Founder bei eCharge.work

Markus Dold, CEO and founder of eCharge.work GmbH, wrote his first piece of code as student for his high school, giving him an exemption from the year's computing lectures.

From there the stage was set and by the early 80s he was developing varying software tools such as Starbase and CSM database systems. These efforts turned into Star Division GmbH, which today is owned by Sun Inc.

In 1991 he founded SOFA, a cooperation for software-architecture, together with university colleagues. SOFA developed, among dozens of other software solutions, the first computer language for hotel bookings. This effort would eventually turn into the booking platform Booking.com.

Following the success of SOFA **Markus** specialized in digital solutions for the hospitality world and wrote newspaper columns about the sector.

In the late 90s he founded Othello Services GmbH, an internet provider for almost 2.000 hotels in Europe. He then developed the e-commerce system wordres.com, from which internet platforms such as romantikhoteles.com and cclhotels.com emerged.

Before founding eCharge.work – the community for eMobility – Markus was board member of M-Exchange AG.

Markus is a driven entrepreneur who's innovative IT-solutions always have the user in mind. In 2016 he found his new passion with eMobility and is determined to do his part for a greener planet by pushing forward the growth of eCharging stations worldwide.



Olaf-Gerd Gemein, Germany

Member of the Board of FIWARE Foundation, Business Architect, Serial Entrepreneur, Co-Founder of Smart Cities Lab, Hamburg

Olaf-Gerd Gemein is a passionate *Serial Entrepreneur and Strategic Leader*, having demonstrated an acumen for building businesses from the ground up while consistently injecting new ideas and leveraging technology to keep driving success. With 30+ years of experience within diverse markets in Europe, Asia, North & South America and Canada, **Olaf-Gerd Gemein** successfully supported recently 100+ projects from 13 countries in the ICT sector. Currently he is co-founding the Smart Cities Living Lab initiative globally. He is a member of the Board of Directors of the FIWARE Foundation and head of Mission Support Domain Committee Smart Cities of the FIWARE Community. Holding a Bachelor BA **degree** **Olaf-Gerd Gemein** has long experiences in StartUp Coaching, Incubation and Acceleration, Business Modeling, Design Thinking, Agile development and Innovation frameworks, Startup - and Innovation Cluster financing, as well as in understanding, supporting and organizing Smart Cities as enabler for wealth and economic prosperity.

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Thomas Günther, Germany

Fraunhofer Institute for Open Communication Systems FOKUS, Berlin

Thomas Günther, Network and Solutions Engineer, obtained his Diploma in Electrical Engineering at Beuth University of Applied Sciences Berlin. Since then, he is leading the team responsible for the IT infrastructure of NGNI. He has more than 8 years of experience as infrastructure and systems architect, specializing in virtualization and cloud computing. Currently, he is focusing on operation and interconnection of cloud infrastructures.

In the past, he operated and deployed several NGN testbeds which allowed telco network operators as well as universities to develop standard-based services and Web applications. At the moment he is working in several European research projects which cover design, federation and operation of multi-site cloud-based facilities to support applications, services and systems for the Future Internet community. Apart from that, he provides general guidelines for the IPv6 transition of network infrastructures, services and applications.



Manuela Garcia, Colombia

Technical Director, Secretary of Government and Cabinet Management **Medellín** town hall

Manuela Garcia Gil is a lawyer and political, specialist in commercial law and civil and insurance responsibility, Magister in commercial law at the Pontificia Bolivarian University. In her professional experience of more than 6 years, she has held various positions in the private sector in front of advisory responsibilities to companies in the productive sector.

Currently, she is the technical director of the Ministry of Government and Management of the Cabinet of the Medellín City Hall. In this position she is in charge of advising in the formulation and execution of plans, programs and projects related to the processes that are direct competition of the office of the mayor and of the Secretary of Government in order to contribute to a decision making assertive and aimed at meeting the objectives, policies and strategies.



Jan Gypfel, Germany

Journalist, Author, Urban Historian, Berlin

Jan Gypfel, born in 1966 and raised in West Berlin, started working as a journalist in 1983, first for the alternative Kreuzberg monthly "Südost-Express", in 1987 as a professional freelancer for daily newspapers like "die tageszeitung (taz)", "Der Tagesspiegel", "Frankfurter Allgemeine" and "Die Welt", magazines like "Zitty" and technical periodicals like "Bauwelt" (about architecture) and "Signal" (about traffic, primarily in Berlin). In 1994 he was awarded the Deutscher Preis für Denkmalschutz (German Award for the conservation of monuments and historic buildings) for an eight part article series on Berlin railway architecture and its conservation, published in "Der Tagesspiegel". **Gypfel's** main focus is on traffic and Berlin history, architecture and its conservation, film and television. He is the founder of the project Berlin-Film-Katalog and curates film programmes at Brotfabrikkino and at Zeughauskino. Since 1990 he has published numerous articles in books and about twenty books, some of them about traffic in Berlin. **Gypfel** lives in Berlin.

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Seppo Haataja, Finland
OASC Secretariat Director,
Brussels

Seppo Haataja became Director of the OASC secretariat in Brussels of the Open & Agile Smart Cities (OASC) initiative in 2015.

With leadership positions in hi-tech, economic development, research collaboration and product development at Nokia, VTT (Technical Research Centre of Finland) and the City of Tampere, **Seppo** brings 28 years of unique experience and knowledge to the secretariat, joining both a technology and city background with an economic policy, research and business profile. **Seppo Haataja** was strongly involved in establishing the Wi-Fi standard for wireless networking, which we now all take for granted. He comes from a role of heading the economic development program "Open Tampere" at the City of Tampere.



Frank Hansen, Germany
Center of Competence Urban
Mobility, BMW Group, Munich

Frank Hansen has been working with BMW since 2004. In June 2015 he co-founded the Center of Competence for Urban Mobility. Since then he has been developing urban mobility solutions and initiated cooperations with cities and various stakeholders of urban mobility. Together with cities and boroughs governments he started pilot projects to test new urban mobility solutions, e.g. the combination of free-floating-car-sharing with electric cars and new schemes in parking management. Previously he was responsible for the long-term premises concerning mobility, urbanization and car markets within the Group's strategy. In the years 2004 till 2010 he oversaw projects about the future of mobility at the Institute for Mobility Research (ifmo). Here, **Frank Hansen** elaborated future scenarios for passenger and freight transportation and was responsible for the communication of research results to important stakeholders in the mobility industry and transportation politics. From 2001 till 2003 he was a research associate at the Daimler Society and Technology Research Group.

Frank Hansen studied Business Administration.



Tony Ho, United States
Vice President, Global Business
Development, Segway Inc.,
Bedford

Tony is leading Segway's effort in developing mid to long term growth opportunities, and building strategic partnership with key players in the mobility ecosystem, including municipalities, infrastructure providers, automotive and tourism industries.

Tony was a serial entrepreneur and an advisor to a number of early stage technology companies. He was formerly board member and Chief Operating Officer for Fangjia.com, a home valuation website based on big data and vertical search technology. Prior to that he was VP of Product and Director of Business Development for Myvu/MicroOptical, as well as other roles in technology early stage companies. **Tony** also worked for Procter & Gamble as a Manager in a variety of functions. **Tony** attended Harvard Business School where he earned his MBA, the University of Toronto, where he earned a M.Sc. Degree in Mechanical Engineering, and the University of Manitoba where he earned a B.Sc. Degree in Mechanical & Industrial Engineering.

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Christian Hochfeld, Germany
Director of Agora Verkehrswende,
Berlin

From 1996 to 2004, **Dipl.-Ing. Christian Hochfeld** worked on environmental and climate protection in traffic as a research assistant at the Oeko-Institut, a research institute for applied ecology. He was a member of the management team of Oeko-Institut from 2004 to 2010.

Christian Hochfeld then worked as a programme director for sustainable traffic in China at Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) a leading provider of international cooperation services for sustainable development. He has been the Managing Director of Agora Verkehrswende, an initiative of Stiftung Mercator and the European Climate Foundation, since February 2016.

Christian Hochfeld has been a member of the International Advisory Committee of the China Association for Electric Vehicles (China EV 100) since 2015.



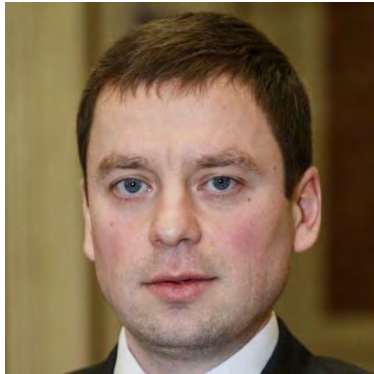
Emmanuel John, Nigeria
Director of Administration and
Strategy of Transportation
Growth Initiative (TGI), Abuja

Engr. Emmanuel John is the Director of Administration and Strategy of Transportation Growth Initiative (TGI), a non-governmental organization composed of private transport companies, government ministries & agencies relating to transportation, research institutes, universities, civil society and individuals with interest in transportation. TGI's primary objective is transportation research, human resource development and networking of stakeholders in the transportation sector. Prior to this, he worked with Federal Road Safety Corps, the government lead agency on Road Safety in Nigeria for 20 years as a transport and road safety expert before his secondment to TGI. He is also presently the Series Director of the TGI's annual International Transportation Conference which is its platform for human resource development and network African transportation experts, decision makers and practitioners with their counterparts from other parts of the world.

While working with the Government, **Emmanuel John** pioneered the advocacy for non-motorized transportation, he was the Secretary of the National Stakeholders Committee on Bicycle Transportation, a committee that developed the maiden National Cycling Policy and Strategy. He has been engaged with different international organizations like the United National Environmental Program Kenya and Institute for Transport and Development Policy, New York which are pioneering the development of policies, standards and manuals on pedestrian, cycling and mobility for People with Disability in Nigeria. **Emmanuel** is involved in several local and international mobility and road safety projects, including as facilitator and trainer. He is an urban mobility public commentator, public speaker and author of several books among which are: "The Future of Urban Mobility in Nigeria" and "Non-Motorized Transportation in Developing Countries".

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Rifat Asfanovich Khannanov,
Russia

Department of Information
Technologies and
Communications Department of
the Executive Committee of Kazan



Dewan Masud Karim, Canada
PTOE, Senior Transportation
Planner at City of Toronto

Dewan spent more than eighteen years of his career in mobility planning and creative engineering projects in both Japan and Canada. Using good engineering skills and holistic view on transportation planning, he focuses on “people-focus” transportation practices, which is shaping our quality-of-life as a genuine indicator of livable society. Based on factual knowledge and evidence, his transportation professional practice seek better integration to the needs of sustainable mobility users, innovative mobility modes and new smart technologies, sustainable safety and smart growth objectives. He worked in both private and public sectors. Awarded at MIT Media Lab Disrupting Mobility summit as “best planning system” and ITE Project of Year in 2015, recently he developed a new innovative mobility ecosystem master planning concept combining equitable use of public space, innovative technologies, real-time travel pattern, vision zero safety, and evidence based scientific approach of rebuilding and redesigning city’s mobility systems for people instead of cars. A few cornerstones of his career include converting “motor city” to Bicycle-friendly Oshawa”, pioneering the concept of multi-modal transportation plans and policies, multimodal station planning and redesign strategies, research experience on safe and compact street design, safe neighborhood street layout, and decongestion plan to remove elevated freeway by replacing with high-quality transit and active transportation facilities to improve quality-of-life for urban residents.

Dewan graduated from the University of Tokyo with Master of Applied Science in Transportation Planning and specialized in traffic safety from Ryerson University. He joined North York District's Transportation Planning Section as a senior Transportation Planner at City of Toronto in 2013. Besides his professional work, he shares his experience through public presentations, professional publications and teaching sustainable transportation planning and traffic engineering course.

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Prof. Andreas Knie, Germany
Co-CO of InnoZ GmbH, Berlin

Andreas Knie is head of the research group science policy studies at Berlin Social Science Center (WZB) and Professor of Sociology at the Technical University Berlin. His research fields include transport science, technology and science policy, and innovation research. From 2001 until 2016, **Andreas Knie** was managing director at DB FuhrparkService, responsible for intermodal products and business development.

Since 2006 he is Co-CO of the Innovation Center for Mobility and Societal Change (InnoZ GmbH); shareholders of InnoZ are Deutsche Bahn AG, T-Systems, the German Aerospace Center, the WZB and Siemens AG. He is member of the Nationale Plattform Elektromobilität and the Agora Verkehrswende.



Dr. Martin Kracheel, Luxembourg
Associate Consultant at LuxMobility, Luxembourg

Martin Kracheel - ICT, Behaviour Change and mobility specialist, - is Associate Consultant at LuxMobility, a privately owned mobility consultancy company specialized in *Mobility and Mobility Management*, including *Human Behaviour, Public Transport, ITS and Traffic Management, Traffic Planning, Traffic Safety, Traffic Modelling*, including *Traffic Simulation* (macro and micro modelling) and *Cycling and Policy Studies*.

For over 7 years **Martin** has been involved in planning, design, implementation, operation and evaluation of a wide number of projects like, among the others: Driver profiling and detection systems, Driver safety and distraction studies, Driving simulation studies, Gamified Behavioural Change Approaches supported by ICT, Ride sharing proposals, Workplace interaction studies for Space Systems, Novel ICT based Integration approaches etc. As local project coordinator, **Martin** has participated in European funded projects and he is currently responsible for the implementation of the "TRACE" in Luxembourg. Martin is author of several scientific papers and book chapters; he is invited speaker in workshops and conferences and besides his activities in the field of mobility also an integration expert for the Luxembourgish Ministry of Welcome and Integration. His expertise and experience in the fields of respectively mobility management, implementation of large project that combine ICT, Serious Gaming, MaaS concepts and user analytics on the basis of mobile application usage data are growing every day.

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Alejandra Labarca, Chile
Somos New City, Vina del Mar

Alejandra is an economist, the Founder of SOMOS NEW CITY and holds a MBA from Universidad Adolfo Ibáñez. She is the Ex Director of the department Future Cities at Fraunhofer Chile Research.

Project leader and coordinator in the field of Smart City since 2012, e.g. launch of Smart Grid (intelligent electric network) by Chilectra in Huechuraba (2012-2013), development of two central offices for Smart Building (intelligent edification), and Smart Santiago (2014-2015). Certification: Theory and Tools of the Harvard Negotiation Project – CMI International.



Mauricio Leclerc, United States
Transportation Planning Section Manager, PBOT, Portland

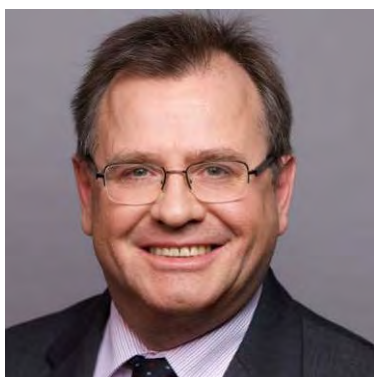
Mauricio Leclerc has been a transportation planner with the City of Portland, Oregon, USA for over 10 years.

He manages the Area and Project Planning Section of Transportation Planning at the Portland Bureau of Transportation.

Mauricio has worked on multiple efforts over the years, ranging from long range planning for Portland's Central City and planning transformative multimodal projects for Portland's vibrant commercial corridors.

He has led planning and environmental studies for major capital projects such as the Sellwood Bridge and Portland-Milwaukie Light Rail and a number of land use, development, transportation, parking and streetscape plans.

Born and raised in Santiago, Chile, **Mauricio** has a Master of Urban and Regional Planning degree from Portland State University.



Dipl.-Ing. Thomas Meißner,
Head of Division Energy | Mobility, Berlin Partner for Business and Technology

Thomas Meißner studied Mechanical Engineering at the Berlin University of Technology (TU Berlin).

His current professional position is Head of Division Energy | Mobility at Berlin Partner for Business and Technology. In this context he is also Cluster Manager for Transport | Mobility | Logistics Berlin-Brandenburg and Deputy Head of Berlin Agency for Electromobility eMO.

Besides his expert tasks, **Thomas Meißner** is responsible for the coordination of cluster development activities inside Berlin Partner and in close collaboration with the Berlin Senate.

In the past, he was responsible for the management of national and international RTD projects e.g. on road vehicle safety, new vehicle concepts, innovative power-train concepts, railway technology, transport telematics as well as interdisciplinary strategies for future urban areas.

Amongst other fields, Thomas' expertise covers urban mobility, electromobility, transportation projects, transport telematics, rail systems technology, automotive engineering. He is also experienced in the management of EU RTD projects.

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Juanjo Mendez, Argentina
Secretary of Transportation
Buenos Aires

Juanjo Mendez is Buenos Aires' Secretary of Transportation. With previous experience as an entrepreneur, he began working in the public sector in 2010 as chief of staff of Transit and Transportation. As part of the team that implemented the "9 de Julio" BRT and the "Sustainable Mobility Plan", he received the "Transport Achievement Award 2017" and the "Sustainable Transport Award 2014". The plan's main objectives include incentivizing the use of public transportation, promoting healthy mobility ways and reducing road accidents through the development of infrastructure, technology and education. In representation of the City, Juanjo is a director at the Metropolitan Transportation Agency. Its main mission is developing public policies with the national and provincial governments in order to enhance the mobility in the Buenos Aires Metropolitan Area.



Dr. Michael Mischke, Germany
PCH Innovations GmbH -
Mechanical Engineer, Industrial
Sociologist, Engineering
Psychologist, Berlin

Dr. Michael Mischke is originally a boy scout and translated these skills and his enthusiasm into studies of Mechanical Engineering, Industrial Sociology and Engineering Psychology. He wrote his PhD in a contract for AUDI AG on handwriting recognition and multimodal interfaces for cars.

After setting up an internal service agency for HMI in the Volkswagen Group Research and altogether 10 years of industrial experience he left the corporate world to become a Berlin based Strategist and Storyteller for Human Machine Interaction, focusing on ecogood economy, digital networks, online collaboration, urbanization and mobility.

As a founding member of the WECHANGE e.G. he supports NGOs and social innovation startups from Berlin and all over eastern Europe with trainings and coaching in digital collaboration, storytelling, and networking. The digital platform WECHANGE.de provides tools for digital networking and collaboration to more than 10.000 volunteers. As a freelance UX Strategy consultant **Michael** worked for BMW, Volkswagen of America (ERL), the Institute for Participatory Design in Oldenburg and the sinnwerkstatt Medienagentur GmbH, he holds numerous patents on interaction patterns and has broad experience in Service Design, participatory design processes and leadership development.

Michael joined PCH INNOVATIONS in 2015, leading long-term projects and focusing on urbanization, innovation facilitation and strategy development for major brands. **Michael Mischke** is voluntarily engaged in the following groups: Junge Osteuropa Experten, Bund der Pfadfinderinnen und Pfadfinder, German Usability Professionals Association e.V.

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Gunther Neidlein, Germany

FIBERIN - Freies Institut für
Bedürfniserforschung und
Internetanwendung, Berlin

Gunther Neidlein is passionate about sustainable development in urban and rural regions. As CEO of FIBERIN (Freies Institut für Bedürfniserforschung und Internetanwendung), he's developing holistic concepts and projects out of his visions. These visions are based on his broad industry experience in energy and mobility sectors at the Bosch Group, the Rösch Consult and current trends.

According to the UN Sustainable Development Goals (SDGs), the "Energy Transition" is driving the current trend in "Mobility Transition" with the goal of significant decarbonization and improvement of general quality of life. For that purpose, laws are adopted or currently in adoption worldwide, to get the Resilient Smart City movement (RSCs) developing in a timely fashion.

Based on this, **Mr. Neidlein** and FIBERIN developed and operated technical and business prototypes for BOSS&W (Business Opportunities with Solar Systems & Wind) in cooperation with educational institutions and social clubs for the African market. A motivator here was the increasing number of refugees, especially since 2015. Additionally, FIBERIN is developing concepts and projects for innovative mobility & energy solutions for international urban applications in Prishtina, Lagos and Berlin.

Mr. Neidlein and FIBERIN is official representative of the SHMAAP - Association to Support Vocational Education and Training of the Republic Kosova.



Miguel Olivares, Chile

Coordinator of the Urban
Mobility of the City of Santiago
de Chile

Industrial Civil Engineer and Execution Engineer in Transportation and Traffic. Master in Traffic, Road Safety and Mobility, with 19 years experience in the public sector. Currently, he is the Urban Mobility Coordinator at the Municipality of Santiago-Chile, where he develops and draws up the Comprehensive Mobility Plan of Santiago district, managing several mobility projects for a more sustainable transportation including walking, bicycles and public transportation. Some of his main achievements has been: the construction of a cycle path network in Santiago; the remodeling of roads for public transport corridors (Plan Center); the implementation of a network for public bicycle stations and the design of pedestrian walks. In addition, **Mr. Olivares** is involved in road education policies for schools, and electromobility projects aimed to increase the fleet of municipal vehicles, as well as taxis and public transportation vehicles. Due to this work, the Municipality of Santiago obtained a national award (Forum Santiago 2041), two international awards (Gobernarte, category Road Safety in Action awarded by the Inter-American Development Bank and Sustainable Transport Award 2017 granted by ITDP); and a citizen recognition (For outstanding contribution to cycling mobility in the Commune of Santiago awarded by the Furious Cyclists Movement), which has meant a national and international reputation.

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Rene Peralta, United States
San Diego State University, San Diego

Rene is a Lecturer in the Art and Design program at San Diego State University. He is co-author, with the anthropologist Fiamma Montezemolo and writer Heriberto Yepez, of the book *Here is Tijuana*, Black Dog Publishing, London 2006. From 2012-2014 was the Director of the Master of Science in Architecture with emphasis on Landscape + Urbanism at Woodbury University School of Architecture in San Diego, CA.

In 2015, his work on PREVI in Lima, Peru along with his graduate students from Woodbury University was part of the exhibit; Latin America in Construction: Architecture 1955-1980 at the Museum of Modern Art in New York. Currently, he forms part of Hyperloop West one of the 11 U.S. semifinalist teams developing a Hyperloop transportation route from Los Angeles, California to Ensenada, Mexico. **Rene** is the curator for the San Diego / Tijuana pavilion at the 2017 Seoul Architecture and Urbanism Biennale.



Dr. Natalie Pfau-Weller, Germany
Fraunhofer IAO, Stuttgart

Natalie Pfau-Weller is a research associate at the Fraunhofer Institute for Industrial Engineering and manages the innovation network Morgenstadt: city insights. 11 different Fraunhofer institutes, 15 international and national cities with different population number as well as 24 companies covering various sectors from automobile to certification are in the innovation network »Morgenstadt: City Insights« to shape and implement jointly the future of the sustainable, liveable and adaptable city of tomorrow. Her research focuses on urban governance and sustainable urban development.

Natalie studied germanistics and hispanism and holds a PhD in political science. Her doctoral thesis is entitled "Do the EU measures contribute to making German cities more sustainable?". She works with companies as well as with cities, holds lectures, prepares studies and organizes the network meetings of the Morgenstadt Innovation Network in major European cities. Being a councillor in her hometown, she understands the procedures within a German city very well.



Tina Quigley, United States
General Manager at RTC
(Regional Transportation Commission) of Southern Nevada

As general manager of the Regional Transportation Commission of Southern Nevada, **Tina Quigley** knows what it means to think big. In a city of 2.1 million residents and 42 million annual visitors, **Quigley** is at the forefront of visionary thinking and planning for the future. She recognizes that an enhanced multi-modal and technologically advanced transportation infrastructure will help ensure that Southern Nevada can continue to attract tourists, residents and new business. She has embraced and pushed for sweeping technological advances; she has advocated for future planning; and she has built critical partnerships to well position the region for ongoing and sustained economic vibrancy. With more than 25 years of experience in air and ground transportation management and a licensed pilot herself, **Quigley** leads the only agency nationwide that is solely responsible for a region's public transit system, traffic management, roadway design, construction funding and transportation planning.

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Fabien Sauthier, Germany

MotionTag UGmbH, Berlin

Fabien Sauthier has been a key team member since MotionTag's very beginning. Motivated by MotionTag's vision of improving commuters' day-to-day life with new technologies, **Fabien** brings his analytical skills gained through experience in the banking industry and his Master in Finance at the University of St. Gallen. As a head of business development at MotionTag, a crucial part of his mission is to meet and collaborate with tomorrow's smart city stakeholders.



Phillip Schmitz, Germany

Volkswagen Immobilien GmbH,
Wolfsburg

Phillip Schmitz studied architecture at the Technical University Braunschweig and with Prof. Jan Gehl at the Royal Danish Academy of Fine Arts in Copenhagen, Department Urban Design. He worked for several architecture offices in Hamburg and Braunschweig with a focus on housing, for Baumschlager-Eberle in Austria and for McKinsey&Company as a consultant. As office manager **Phillip Schmitz** worked for Architekten Vahjen+Partner, specialists for retail property in prime business locations.

Phillip Schmitz is head of technical management and head of innovation management at Volkswagen Immobilien. He is responsible for the erection of 500 new flats on top of the existing 9000 units Volkswagen Immobilien holds in Wolfsburg. With his team he develops the new district „Steimker Gärten“, with more than 1250 flats in Wolfsburg.

As a living lab for smart mobility it becomes an important part of the initiative #WolfsburgDigital, which the city of Wolfsburg and Volkswagen announced in December 2016.



Jonas Schorr, Germany

Smart City Expert, Berlin

Jonas Schorr holds a MA in Global Media & Communications from London School of Economics and Fudan University, Shanghai. He works as a research fellow at Technische Universität Berlin and is an active part of Berlin's emerging Smart City scene. **Jonas** is an expert in international city cooperation and helped build up the Policy Transfer Platform, an innovative knowledge exchange platform for city experts worldwide run by the city of Berlin and the Metropolis network. He has worked at the London School of Economics' urban research centre LSE Cities and the Urban Age Programme. **Jonas** has studied and worked in a variety of contexts in Europe, Singapore and China.

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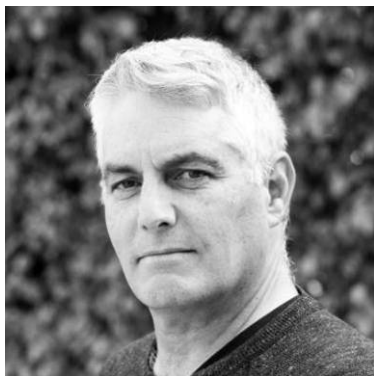


Thomas Schubert, Austria

Export Manager
LEITNER ropeways

Thomas Schubert is responsible for export markets at LEITNER ropeways facing increasing demand on urban projects. Urban ropeways provide social integration, overcome obstacles and create added value for tourism. References of the Group also produce relief on highly congested cities in an economical and sustainable manner. For cities in developing countries ropeways are an immediate solution provider, for Western municipalities ropeways represent a state of the art transport-solution with incomparably high availability.

Thomas graduated in Civil Engineering and Business Administration (New Venture Creation), has built up and restructured several subsidiaries in the construction industry while living more than 10 years overseas. His focus has been on market placement and sales of heavy equipment for infrastructure-projects that are in particular subject to economic cycles of the public sector.



Ariel Sella, Israel

CEO CAPSULA, Smart Mobility
@TAU, Tel Aviv University, Tel-Aviv

Ariel Sella is the Managing Director of Capsula, a unique University Institute¹ which promotes innovation in Smart Mobility through grants to researchers and accelerator residencies to entrepreneurs. Capsula has so far dispensed more than 10 research grants and graduated 15 startups. The Summer '16 cohort includes startups from Israel and abroad developing autonomous vehicle sensors, automotive cybersecurity, shared economy, machine learning for smart city, freight forwarding exchange, autonomous delivery and city cycling apps.

Prior to Capsula **Ariel** was an advisor, in the areas of smart energy, smart mobility and entrepreneurship to venture funds, firms, startups and universities. His assignments included Foundation Capital in the area of Electronic Design Automation, defence contractor RAFAEL in the area of microgrids; Indegy in cybersecurity for critical infrastructure; Phinergy in grid energy storage; Meteo-Logic in energy trading; BrightSource in spinout entrepreneurship; Bar Ilan University in research innovation. As a pro bono mentor to early stage entrepreneurs, **Ariel** worked with companies in a diverse range of domains including solar energy, energy storage, energy retailing, fleet cybersecurity and more.

Before then **Ariel** and his family lived for nearly a decade in Silicon Valley where he was CEO of venture funded companies in the semiconductor and supply chain domains. In the preceding decade, living in Israel, **Ariel** co-founded two startups which were subsequently acquired, and was a founding partner of Formula Ventures, an early stage fund managing more than \$150 million, with exits such as Radlan and Phonetic Systems to his name.

From the late 1970s to the early 1990s **Ariel** worked in the semiconductor and Electronic Design Automation fields starting as a chip designer at Intel and concluding as the founder of new division at EDA leader Cadence Design Systems.

Ariel spent his early years in Israel, Ghana, Japan and the Philippines and received a B.A. in Computer Science from the University of California at Berkeley. He is married to Sofia, an architect and Technion lecturer with

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whom he has three children - Tamar who is pursuing a PhD in ethnomusicology at Harvard, Yehonatan who is pursuing a PhD in mathematics at UCLA and Evyatar, a musically oriented high school student in Israel.



Maximilian Thess, Germany

Program Manager Data City
Berlin at NUMA, Berlin

Maximilian Thess has been involved in projects around sustainable cities since 2011. A physicist by training he is interested in how data and technology are enabling progress toward more sustainable and resilient urban systems. Currently he is building DataCity at NUMA Berlin – an innovation program that brings together the entrepreneurial drive of startups with the experience and resources of established companies to initiate innovative, data-driven smart city applications in Berlin.

Maximilian studied in Berlin, Shanghai, Chennai and Lyon and interned with GIZ in Beijing and Accenture Sustainability Services in Berlin.



Dominic Weiss, Austria

TINA Vienna GmbH

Dominic Weiss received his Master Degree in Political Science and European Studies from the University of Vienna, Austria. From 2006 on **Dominic Weiss** worked for the City of Vienna, the Vienna Business Agency at the European department in Vienna and Brussels, responsible for EU-funding and strategy. In his function as an EU expert he was involved in numerous transnational programs dealing with IT-solutions, environmental technologies and energy efficient sources. Since 2013 **Dominic Weiss** is leading the Smart City Vienna Agency of the City of Vienna which is based at TINA Vienna GmbH, a strategic orientated department owned 100% by the City of Vienna. In this position he is in particular responsible for the coordination and management of the entire Smart City Agenda of the City of Vienna. Previously he was therefore extensively involved in developing the smart city strategy of the city of Vienna. His main area of interest is the research and development of multidisciplinary urban systems, where social inclusion, active stakeholder management, technology and creativity play an important role in shaping our cities of today and tomorrow. Since 2015 **Dominic** is as well an authorized Officer of TINA Vienna and further more responsible for the Smart ICT Strategy of the City of Vienna.

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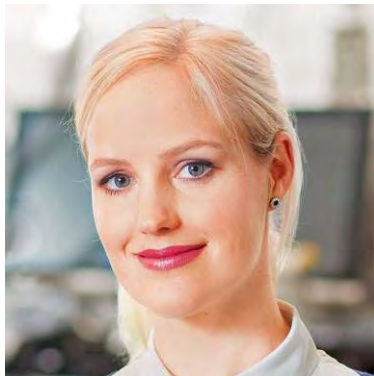
Mr. Evgenii Vorobev, Russia

Head of traffic management department in the Saint-Petersburg Transport Infrastructure Development Committee, Saint Petersburg

Evgenii Vorobev was born on the 09.05.1980. He has got excellent graduation in the Saint-Petersburg State Architectural-Constructional University by the specialization of "Traffic management" and started his career in the State establishment "Saint-Petersburg traffic management direction". Since 2008 **Mr. Vorobev** has been working in the Saint-Petersburg Transport Infrastructure Development Committee and in 2013 he has become a head of traffic management department in the Committee.

The main responsibilities of the Committee are:

- Realization of the state policy in the field of traffic management in Saint-Petersburg,
- Control and coordination of the Saint-Petersburg State establishment "Saint-Petersburg traffic management direction",
- Traffic management within Saint-Petersburg urban infrastructure; mobility schemes' development, dedicated to the traffic safety, enlargement of the road capacities and environmental improvement in Saint-Petersburg, using the tools of reconstruction, modernization, traffic objects' renovation, including technical units for traffic and logistics.



Larissa Zeichhardt, CEO of LAT Funkanlagen-Service GmbH

Larissa Zeichhardt is the CEO of LAT Funkanlagen-Service GmbH, the video surveillance and network entity of the LAT group. The German SME (www.lat.de) provides mobility related services, including (cable) construction for railroad tracks and passenger safety systems for public transport. An engineer by degree, with strong media skills and a deep understanding of the digital, **Zeichhardt** first build a career in packaging before joining the transport sector.

She is a board member of cable construction association (Gütegemeinschaft Leitungstiefbau), Vice President German Women's Railway Association (Allianz pro Schiene), IEEE, Women in Digital and VdU Member and initiated the InnoTrans Ladies Lunch. Her hobbies? Autonomous flying objects (motodrone.org), Augmented reality and her two kids.

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The Moderators (Dialog Sessions/Workshops):



Christian Hudson, United States

International expert on policy processes for low-carbon economic growth and systems change

Christian Hudson is a consultant on policy and innovation for sustainability at Low Carbon Prosperity. He has a MA in law from Cambridge University and an economics MSc from University College London and long experience inside UN, EU and national governments. His particular interests are in ways to improve the use of analysis and science in decision-making, and policy making for large-scale innovation. He is currently based in Berlin, where his clients have included the European Climate Foundation, and McKinsey spin-off SystemIQ."



Wendy Wallace Husser, United States

Certified Language Coach & Trainer

Originally from Denver, Colorado, **Wendy Wallace Husser** has studied, lived, and worked outside the US for more than half her life. She has a solid business background in Sales and Marketing and brings 20+ years of experience as a freelance language coach and professional trainer to the table.

Wendy works predominantly with leaders and change makers from diverse fields who are looking for "the right words" in order to be successful. She uses her expertise to help clients design and deliver their messages with maximum impact and authenticity.

Wendy is a highly-skilled communicator and public speaker, committed to promoting powerful and constructive dialogue.



Sven Kindervater, Germany

Moderator, Coach&Trainer, Local Politician

Sven Kindervater, born 1987 and grown up in (East) Berlin studied political science at the Free University Berlin and worked on almost all political levels in Brussels, Berlin, Potsdam, and his hometown Neuenhagen. Currently, he is head of Neuenhagens urban development council and is involved in several progressive movements. On a daily basis, he is coach and trainer for startups, small businesses and solopreneurs with a focus on business foundation, offering various meetups, seminars and talks. On his active business blog, he is constantly analyzing future trends, developments, and causal relationships. With his first co-working space in Berlin-Mahlsdorf he is trying to support creatives in more traditional districts of Berlin and is supporting the idea of sustainability in cooperation with other spaces in Berlin. As a moderator, he can be found on many stages and is known for his daring and controversial questions that lead to lively debates.

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Robert Knight, Germany

Moderator, Coach, International
Human Resources Management

A native of Washington State in the United States, **Robert Knight** has lived, studied and worked in Germany since 1989. He holds an MA in Languages and Humanities from University of Freiburg, Germany, and a Master of Science Degree in Business Administration from the Graduate School of Business Administration Zürich (GSBA), Switzerland.

With nearly twenty years' experience in International Human Resources Management, Coaching and Consulting, **Robert Knight** is the founder and CEO of Conscious Endeavors, a consultancy specialized in executive and professional career coaching, leadership and organizational development.

Robert Knight is particularly driven to help experienced professionals, business leaders, teams and other individuals to discover and development their full human potential as they make a positive impact in the world.

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The Partners

Senate Department for Economics,
Energy and Public Enterprises



**Berlin Senate Department for
Economics, Energy and Public
Enterprises**

Modern Berlin has become a global centre of innovation. It is Europe's startup capital, having topped London in 2015 for the second time. A total of 2,1 billion Euro were invested in local startups. Every 20 hours a new digital company is founded in Berlin. In total, 40,000 new businesses every year. Services and technology have become the driving factors of modern Berlin that was once a world-famous industrial city.

Abundance of ideas and excellence in research draws many entrepreneurs and businesspeople to Berlin. In numbers, there are four public universities, seven schools of applied sciences and 30 private schools with 171,000 students combined. Numerous centers of Germany's longstanding research institutions are located in the city: twelve Leibniz institutes, Max Planck (6), Fraunhofer (4), Helmholtz (3).

Nobody would have assumed this kind of success given that Berlin, for many years, was among the poorest states of Germany. Today, it has one of the fastest growing economies, with a consecutive GDP growth of 2,2 percent in 2015, far beyond the average growth rate of Germany at 1,7. Every 12 minutes, a new job is created, almost 140,000 jobs over the past four years. Every year, 40,000 people move to Berlin.

The goal of the Senate Department for Economics, Technology and Research is to secure Berlin's recent leading position and make it a global hub. Ten so-called centres of future, local innovation parks for smart industries, are currently being developed. Creating a network for electric vehicles, launching 5G sites for commercial enterprises and expanding 200 Mbit-internet over the entire city are other focal areas to make Berlin a global pacemaker for innovation in the digital age.



**Berlin Partner for Business and
Technology**

Business and technology support for companies, investors and scientific institutions in Berlin – this is the **Berlin Partner für Wirtschaft und Technologie GmbH** mission. With customized services and an excellent science and research network, our many experts provide an outstanding range of programs to help companies launch, innovate, expand and secure their economic future in Berlin.

A unique public-private partnership, Berlin Partner for Business and Technology collaborates with the Berlin State Senate and over 270 companies dedicated to promoting their city. Berlin Partner is also responsible for marketing the German capital to the world, for example with the successful "be Berlin" campaign.



The **Center for Technology and Society** is an institution that was established to enable research beyond topical limitations. This institution explores current social relevant problems and subjects in all areas of possible conflict and discusses these with all significant scientists and others e.g. economy, civil society and governmental institutions.

Due to the social-scientific perspective, legal, economic and user- specific concerns the innovation and transform processes are put into a context of embodiment concerning technological and other configurations, thus put

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on a common basis. Due to the long-time experience in implementing such projects this institute has established a reputation as being a brain-trust for developing inter-disciplinary methods for research, thus resulting in diverse published media.

Our diverse research activities are reflected in our structure that sub classifies our scope of topics. Six thematic subjects that we explore and are supplemented with references to cross-sectional areas. This underlining our social scientific approach. Our findings derived from the social scientific technical, energy, mobility and sustainability research are then published and presented at diverse events within the scientific communities.

The Technology and Socially Society Center supports the TU Berlin's general principal concerning current endeavors developing and solving societies future challenges.



Chris Barker Consulting is focused on advocating the role of technology in advancing the modernization of transportation and urban mobility. CBC provides business, communications and public policy consulting support to automakers, aerospace companies, suppliers, technology companies, transit/energy organizations, investment firms and government organizations around the globe.



Are you planning to take a trip with your electronic car? **eCharge.work** will find the next free charging station for you – fast and easy. We are developing the largest Hotel based charging station network worldwide making your next trip hassle free!

Hardly a day goes by without there being News regarding new regulations for CO2 emissions in cities, or manufacturers/countries announcing they want to put more electric models on the market.

Thanks to years of experience in the energy market and developing software for hotels, eCharge provides hotels with charging infrastructure for electronic vehicles and signs cooperation agreements providing free charging stations to Hotels in exchange for being the exclusive charge point at the property for a period of seven years.

The Hotels, through eCharge stations, open a new revenue stream since we share part of the profit from selling energy to the guests.

Currently the number of electric vehicles being registered is increasing by over 30% every year – a trend that will is unlikely to change course for years to come. A future dominated and based on e-mobility is not a distant future scenario. It is a reality that is just around the corner and will soon be the norm.

Be part of this exciting movement – be part of our e-mobility community!



eMO is an agency of the State of Berlin that operates under the aegis of Berlin Partner for Business and Technology. eMO's partners are the State of Brandenburg and companies and institutions active in the fields of business and science. The following belong to eMO's highest advisory body, the Steering Committee: The Berlin Senate Department for Economics, Energy and Public Enterprises; for the Environment, Transport and Climate Protection; and for Finances, respectively; as well as the Senate Chancellery and the Brandenburg Ministry for Economic and European Affairs.

The Berlin Agency for Electromobility eMO is the central point of contact for smart mobility in the German capital region. eMO brings together expertise and actors from business, science, politics and administration, and supports the initiation, execution and marketing of regional, national and international innovation projects in the field of smart mobility.

Its activities follow the so-called CASES approach: connected, automated, shared, electric and sustainable. It therefore exploits the opportunities of technological, social and ecological innovation by doing more than simply electrifying vehicle powertrains, thereby making mobility safer, cleaner and more sustainable and helping improve people's quality of life.



The **FIWARE** Community is an independent open community whose members are committed to materialize the FIWARE mission, that is: "to build an open sustainable ecosystem around public, royalty-free and implementation-driven software platform standards that will ease the development of new Smart Applications in multiple sectors".

The FIWARE Community is not only formed by contributors to the technology (the FIWARE API repository platform) but also those who contribute in building the FIWARE ecosystem and making it sustainable over time. As such, individuals and organizations committing relevant resources in FIWARE Lab activities or activities of the FIWARE Accelerator, FIWARE mundus or FIWARE iHubs programmes are also considered members of the FIWARE community. Independence in decision-making, openness, transparency and meritocracy are the cornerstone and founding principles of the FIWARE Community. An important part of the "FIWARE Culture" is also the proper balance between the individuals who invest their time and effort, the companies that build businesses on FIWARE and the application developers who build and deploy new applications based on FIWARE technologies. The structure of the FIWARE Community encourages all forms of contributions and provides safeguards against losing the balance between the various members of the community.

The work in the FIWARE Community is organised in dedicated teams: FIWARE Chapters, Technical Committees and Ecosystem Support Committees. FIWARE Chapters and Technical Committees deal with coordination of activities that are of technical nature, while FIWARE Ecosystem Support Committees are focused in non-technical relevant activities such as those linked to the FIWARE Accelerator, the FIWARE Mundus or the FIWARE iHubs programmes.



INFRANEU is the "German Main Association for Infrastructures and Sustainability" (since 2011).

It was founded in December 1994 in Berlin as the "Main Association for Infrastructure in the new federal states". It is an association of

- private and public companies
- scientific institutions
- municipal partners
- professionals and political multipliers

The focuses of INFRANEU are sustainable infrastructure solutions for all kinds of social, economical, cultural and ecological needs. Taking into consideration the increasing European integration and global challenges it has also shifted towards European countries and China. We are guided by the findings of the Brundtland Commission and are partner of the Club of Sophia.



LAT is a German, second generation family owned and operated firm for mobility related services, including (cable)construction for railroad tracks and passenger safety systems for public transport. The SME is managed by two sisters, and supplies a broad range of services and products from special civil- to safety engineering for every aspect of trackage, including signal-, construction- and video surveillance systems.

The construction unit LAT Fernmelde-Montagen und Tiefbau GmbH offers quality construction work with a focus on highly complex power cables and communication networks for the public sector.

Focus areas include:

- construction and reinstatement of railway related systems such as 50 Hz
- control and signaling, including cable and special foundation works
- cable laying, cable troughs and conductor rail systems

The entity is certified to work during normal railway operation, fulfills RAL-GZ 962/2 "Kabelleitungstiefbau" and DIN ISO 9001:2015. The construction teams are pre-qualified by Deutsche Bahn and used to fulfilling complex projects in short time spans. Customers include DB Netz AG, Siemens AG Industry Mobility, Strabag AG, Balfour Beatty Rail, Spitzke AG and Heitkamp.

The video surveillance and network entity LAT Funkanlagen-Service GmbH excels in mobile systems for bus, tram and trains.

Certified service electricians:

- customize, supply and service passenger and fleet connectivity solutions for near field transport, bus and tram manufacturers
- design, deploy and manage passenger WiFi and on-board passenger infotainment systems
- provide the basis for condition-based monitoring

Customers include Deutsche Bahn, BVG – Berliner Verkehrsbetriebe, EVO, MAN, Solaris, Scania and VDL.



From the highest peak to the liveliest part of town – **LEITNER ropeways** is your connection!

LEITNER ropeways – one of the world's leading developers and producers of ropeway transport systems – has always relied on its unique strengths that customers around the world appreciate: Premium development quality meets peerless design and outstanding comfort, safety and reliability standards. The company focuses in particular on the perfect overall package, developed in-house and tailored to the customer's specific requirements: from the drive system and control technologies right up to the cabins and station buildings. Besides being used for winter sports, demand for this expertise is also growing strongly in cities and the tourism sector.

With its products, LEITNER ropeways demonstrates its qualities as a premium provider, while also responding individually to a wide range of requirements. The company's many products are still unique and unrivaled worldwide to this day. For example the LEITNER DirectDrive, which is the centerpiece of many ropeways and has been setting standards for drives for 15 years. Developed, produced and installed on-site by LEITNER ropeways, it impresses customers around the world with four unbeatable attributes: reliability, energy efficiency, environmental friendliness and silent running.

LEITNER ropeways' recipe for success includes working with the team from Italian design studio Pininfarina. In addition to the striking Symphony gondolas, the upgraded EVO gondolas, and a station with innovative design and functions now make up the successful "Pininfarina collection". With these products, LEITNER ropeways is pointing the way forward when it comes to quality – from the highest peak to the liveliest parts of cities like Mexico City or Berlin.

The IGA "Gardens of the World" ropeway, which gives visitors a whole new perspective on the International Garden Show in Berlin, is an innovative example of successful urban use of LEITNER ropeways products. The wheelchair-accessible ropeway is an experience and a means of transportation rolled into one as it provides a link to the U5 subway line, allowing the exhibition site to be reached quickly from the city center and connecting the two districts of Marzahn and Hellersdorf in a particularly sustainable and effective way.



LuxMobility is a young company (founded in 2013) with a solid background. It is an ambitious privately owned organisation based in Luxembourg. The permanent staff of LuxMobility consists of 4 senior consultants that have a vast experience in the field of Mobility, Traffic and Transport as well as in Education and Training in these areas. The basis of the company finds its origin in DTV Consultants, a leading consultancy firm in traffic, transport and education in the Netherlands.

LuxMobility has the mission to become a leading international operating consultancy within the field of Mobility and Sustainable Transport. LuxMobility aims to play a major role in providing solutions for the growing mobility problems in cities worldwide.



LuxMobility operates as a network organisation. The abovementioned core staff of the company is extended whenever necessary with a number of dedicated Associated Consultants. These consultants have their own field of expertise and experience and will be appointed depending on the subject of the project. Working in this manner makes LuxMobility very flexible and suited for many different projects, which is one of its core strengths. In a way, LuxMobility operates as a logical connector between mobility questions and solutions, with the right people for the job.

LuxMobility is producing knowledge, solutions and consultancy for mobility challenges in the urban environment. LuxMobility specializes in the following themes:

- Project management (including financial management) of large international consortia and projects
- Mobility and mobility management, including human behaviour
- Read more...
- Public Transport
- ITS and traffic management
- Traffic planning
- Traffic safety
- Traffic modelling, including traffic simulation (Macro and micro modelling)
- Cycling
- Policy studies



In the **Morgenstadt initiative**, the Fraunhofer Society is developing the solutions for the city of the future together with partners from industry and municipalities.

Cities are the future of humanity. Today, more than half of the world's population lives in cities. In the pursuit of security, prosperity, education and/or a comfortable urban lifestyle, more and more people are moving to cities. Cities strive to cater for this influx while improving the quality of life for its citizens, avoiding social division and ensuring the sustainable use of natural resources. Thus, the areas of waste, energy, governance, mobility and water supply all need to be considered when steering towards the sustainable, smart city of the future.

The Fraunhofer Society researchers have identified nine sectors that make up a sustainable urban development process.

- Mobility, Buildings, Water, Governance, Energy, Finance, Information and Communication Technologies

As part of the "Morgenstadt Network", research, industry and municipalities are working together to identify and develop new markets and development potential within urban systems. Additionally, the network works to identify impending technological development and potential disruptive transformations for the city of tomorrow, while designing new product systems and their corresponding business models.



We at **MotionTag** are convinced that a sustainable future for our cities lies in building smarter mobility. Travelling should be smooth, easy, accessible, affordable, efficient and eco-responsible. Our mission is to improve everyday journeys by simplifying the whole transport system within and around cities.

Based on the Mobility-as-a-Service (MaaS) concept, we make use of new technologies to deliver seamless and integrated mobility solutions. Our two complementary products provide you with actionable knowledge in order to deliver the best traveling experience to your passengers. We help you leverage data analytics and real-time passenger information to provide MaaS and demand-driven transportation. We love to make mobility smoother. Let's make cities smarter, together.



New City was founded by Mrs. Alejandra Labarca who was the former Director of the Cities of Tomorrow Area at the Fraunhofer Chile Research Foundation in Chile. Our mission is to contribute to have a better world through the building of intelligent and sustainable cities where the citizen is the center of every action. New City believes in the power of people to change the world. Smarter cities and citizens are our objective

We are network articulators in the smart city domain

- We design activities to for the knowledge, technology and good practices transfer
- We support the organization of dialogues, meetings, seminars regarding smart cities needs and new practices and technologies etc.
- We support the organization of dialogues, meetings, seminars regarding smart cities needs and new practices and technologies etc.



The **nexus Institute for Cooperation Management and Interdisciplinary Research** was founded in 1999 as a spin off from the Center of Technology and Society (CTS) at the Berlin Institute of Technology (Technische Universität Berlin - TUB), Germany.

nexus has a long standing expertise in research on mobility, demographic changes, rural areas, civil society, globalization and identity, governance, knowledge and culture of organizations. nexus is involved in research projects of the EU Seventh Framework Programme (7 FP) and is looking for partners.

Products and services of nexus comprise practical and application-oriented research projects (local to international levels, interdisciplinary and transdisciplinary), activating evaluation, cooperation management, qualitative knowledge management and the development, testing and optimization of services and civil society infrastructures.

The nexus research-team facilitates workshops, manages projects and organizes public relations as required by the client. Participation and involvement of citizens is a core competency of nexus.

nexus has bundled its core competencies in participatory processes and methods in its Academy of Participatory Methods (APM). On the website of the academy you can find more information, advice and services on citizens' exhibitions, planning cells and the salon method.

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ATLAS.ti is a strategic partner of the nexus institute. nexus uses ATLAS.ti for the analysis of qualitative data.



NUMA Berlin is a startup hub producing growth and innovation programs for entrepreneurs and corporates. We are part of the global network of NUMA, reaching from Berlin and Paris to Mexico, New York City and beyond. Our aim is to empower mission-driven technology entrepreneurs to solve the global problems of 2030. DataCity is NUMA's signature Smart City program, where we facilitate innovation at the intersection of startups, corporates and city authorities.



The **Open & Agile Smart Cities initiative (OASC)** is a city-driven, non-profit organisation. The overall objective is to create a Smart City market. OASC was founded in January 2015 and came to life with the first wave of cities joining in March 2015. OASC continues to grow.

OASC kickstarts the use of a shared set of methods to develop systems and make them interoperable across a single city as well as between multiple cities. Today's smart cities are pioneering solutions that improve local practices while promoting sustainable job creation. OASC provides the network for cities all over the world to share best practices, compare results, and avoid vendor (and city) lock-in while advocating for de facto standards.

Smart City market through four de facto standards

Global de facto standards for portability and interoperability provide a clear path to creating a true global market for smart city services. OASC advocates cities to adopt four simple mechanisms as de facto standards. The first mechanism is a driven-by-implementation approach: This implies, among other things, that communities and developers can co-create their services.

The other three mechanisms are technical: an API, a set of data models, and an open data platform, which are described more precisely in the **Open and Agile Smart Cities Background Document**.

Companies benefit from the OASC initiative as they can now offer services that comply with these mechanisms to help cities with implementation. Interested companies can be listed on the initiative website and can join us at events.

The initiative is governed by the OASC Task Force and overseen by the Connected Smart Cities Network Board. However, cities remain in charge and each country is represented on the Task Force with one Task Force member.



The **Regional Transportation Commission of Southern Nevada (RTC)** is a regional entity that oversees public transportation, traffic management, roadway design and construction funding, transportation planning and regional planning efforts known as Southern Nevada Strong. As the Las Vegas Valley's population continues to increase daily, so too does traffic congestion and the RTC identifies transportation challenges and explores and implements both short and long-term resolutions while simultaneously promoting sustainability, air quality improvement, enhanced mobility and increased quality of life in the region. On July 3, 2004, RTC became the official administrator of FAST. The Nevada Department of Transportation (NDOT) and the RTC became full-fledged funding partners, contributing to the operations and management of FAST. In spring 2015, the RTC also became the administrator of Southern Nevada Strong, the valley's first and only regional plan to build complete communities that provide transportation choices, employment opportunities, housing options and quality education.

RTC Goals

- Implement transportation systems that improve air quality in Southern Nevada;
- Develop fully integrated modal options;
- Integrate the system geographically
- Secure funding for expansion, operation, and maintenance of systems and routes;
- And enhance public awareness and support of the regional transportation system.

The RTC provides mass transit that connects throughout Southern Nevada and administers programs that encourage sustainability, such as Club Ride Commuter Services that promotes walking, biking, carpooling, vanpooling and taking transit to and from work. As a public agency, the RTC has a great responsibility to the community and therefore recruits and retains only the best and brightest people in the industry. RTC representatives are motivated to achieve excellence and strengthen the agency's community investment by striving to attain key objectives.

www.rtcnv.com/about-the-rtc/vision-goals/



Segway Inc. is the manufacturer of the two-wheeled, self-balancing Segway PT, the Segway miniPro and other personal transporters. Founded by inventor Dean Kamen, the name "Segway" is a homophone of "segue" (a smooth transition, literally Italian for "follows").

Segway Inc., a pioneer of self-balancing personal transporters and holder of many key patents is based in New Hampshire, United States and has niche markets with police departments, military bases, warehouses, corporate campuses, and industrial sites. Since it was acquired by Chinese company Ninebot in 2015 it has developed a stronger presence in the consumer market with smaller products such as the Segway miniPro. The legality of the use of these novel personal electric vehicles on the road varies with jurisdiction as authorities respond to the novel products coming onto the market.



Smart Cities Lab, originally set up in London, Hamburg & Mumbai, is a collaborative initiative aiming for development, delivery and export of smart ICT and mobile based services and products in the following priorities areas - Smart Cities, e- Health, Energy, Environment, Agrifood and Logistics. Smart Cities Lab is actively promoting FIWARE and OpenStack technologies and cooperation of national and global companies, universities and clusters with relevant counterparts. Although borne in Europe, the open community FIWARE platform has been promoting international markets in the last years. Actually, the Lab is setting the technical backbone for Smart Mobility as a Service, based on FIWARE and Open Stack.



TRANSPOLIS is the unique smart city lab in Europe dedicated to innovative transportation systems and road equipment. TRANSPOLIS offers a 200-acre site for the reinvention of urban mobility solutions through systemic innovation and strategic partnerships.

TRANSPOLIS S.A.S. is a privately held services company created in 2011 by 7 major international players: RENAULT TRUCKS, COLAS, AIXAM (POLARIS Inc. USA), VIBRATEC, EVE SYSTEM, ADETEL and the research center IFSTTAR. Our mission is to help our clients innovate in the field of urban mobility and intelligent transportations systems.

Before 2011, TRANSPOLIS has been incubated by the french cluster LUTB transport & mobility systems.

The commitment of the founders reflects their understanding of the urgency to design and implement major innovations that will anticipate future needs in urban mobility and transportation systems.

TRANSPOLIS is developing the UNIQUE SMART CITY LAB at scale 1 in EUROPE for urban mobility and innovative transportation systems, a place where French and international groups innovate with a systemic approach (vehicles, energy, networks and telecoms, road equipment, infrastructure, IoT...).

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**Transportation Growth
Initiative (TGI)**

African countries suffer a barrage of problems challenging their development, from infrastructure to material, financial and human capacity which are crucial for the continent to be at par with her counterparts elsewhere. A cardinal necessity in this regard is efficient and sustainable transportation. In order to provide the fulcrum for galvanizing resources to achieve transportation efficiency, the **Transportation Growth Initiative** was incorporated as an independent, non-profit organization by stakeholders in the transportation and related industries in 2011. Key objectives of TGI are Transportation research, Human resource development and networking of local and international stakeholders. It began its journey with 7 member organizations composed mainly of government ministries/agencies relating to transportation and research institutes, but has grown over the years to 27 government agencies relating to transportation, 5 universities, 4 research institutes, 4 transportation unions, 9 corporate private transportation related companies, and several academics and individual transportation experts. The main aim of TGI is to provide scientific appraisal of current transportation situation, recommend adaptable best practice initiatives and interventions to decision makers and other authorities on all modes of transportation. The TGI is supported by government at federal and state levels as well as key stakeholders and hosts annual transportation conference that brings together, engineers, scientists and other transportation professionals from the academia, practitioners, politicians and the general public, the first edition of the conference held in 2016. TGI also host quarterly modal based mobility dialogue and generate expert recommendations to authorities, amongst other activities.

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The UMD Team



1st International Urban Mobility Dialogue

mail@smartcity-dialogues.com

www.smartcity-dialogues.com



Bernd Stary
UMD Host



Juliana Obynochnaya
UMD Coordinator



Anke Bellmann
UMD Participants



Linda Strombacha
UMD Administration



Alejandra Labarca
UMD Co-Host & Smart City Expert



Jonas Schorr
UMD Smart City Expert



Robert Knight
UMD Dialogue Coordinator



Diana Sündermann
UMD International Affairs



Kerry Schorr
UMD Digital Media Management



Johannes Wille
UMD Technical and Location Management

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The UMD is organized and operated by



academus GmbH

Mindener Str. 6
10589 Berlin
GERMANY

phone: +49 30 26077251
mobil: +49 175 4145520
fax: +49 30 26302515
email: mail@academus.berlin

About academus

academus GmbH (Berlin, Germany) organizes high level events for the international scientific community as well for civil society and government. For more than 15 years we have been providing symposiums, conferences, seminars and workshops on topics such as innovative materials (architectural and technical textile), architecture, geodesy, healthcare, the newly designed "smart city" concept, investment climate and more. We provide an international platform to guests and partners who would like to present their elaborations and share their know-how. We can develop an appropriate concept for those interested in a special project-related market presence or a suitable market entry.

We bring ideas to one world.

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www.smartcity-dialogues.com

Berlin invites: Abuja, Barcelona, Buenos Aires, Kazan, Las Vegas, Medellin, Portland, Saint Petersburg, Santiago de Chile, Toronto, Vienna

