

# Green Integrated Intelligent Transport System

Seventh Sino-French sustainable development of urban transport  
systems Forum

Shanghai, China, 1-2 November 2014

## Guidebook

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## Transport and urban planning: a destiny linked, an ongoing interplay



**Michel CALVINO** is an economist – urban planner (Planning and operational studies in town planning and transport). As international expert, he was until 2011 French representative for the International Transport Forum (ITF, filial organization of OECD) and before Secretary for the Environment Committee of the World Road Organization (PIARC). He was also in charge of the Department “Environment and Sustainable Development” in the French Ministry of transport, General Directorate for Infrastructures, Transport and Sea (DGITM) and before, head of the Urban Development Department in the Public Establishment of Cergy-Pontoise, French new town.

Until 2000, he was teaching at the “Ecole Nationale des Ponts et Chaussées” (ENPC), in charge of the module “Impact of the infrastructures on the environment”.

He carried out various missions abroad as an expert, lecturer or a member of official delegations. He intervened in November 2008 and September 2010 in Sino-French Sustainable Urban transport Systems Forums (THNS) on topics treating of the articulation between transport and town planning.

Email : [calvino@club-internet.fr](mailto:calvino@club-internet.fr)

### LECTURE

Current trends of development of the city itself, by promoting urban densification, have for interest to limit and to optimize the movement of people and goods, favouring the short distances, resulting in energy savings and a reduction in the emissions of pollutants and greenhouse gases.

Optimization of movements within a metropolis is complex: transport systems and their development in new projects must support and promote the emergence of urban forms polarized around the existing transport nodes or to create.

How to better combined investments in public transit and urban projects? A new concept, the axis of transport contract, is an entirely appropriate response which is defined as:

- a process of co-production of projects (metro, tram, THNS...) and urban projects may be for housing, public space, equipment or the implantation of activities,
- a negotiated contractual agreement between the local authorities of transport which are responsible of projects and public and private urban decision-makers.

Defined projects must include not only the Plans of urban transport but they must

also be included explicitly in the programming of urban plans (patterns of Coherence territorial and local urban development Plans).

Several recent cases of practical application of this type of contract for French towns will be presented in the communication.

## Real time information for multimodal mobility



**Laurent CHEVEREAU** is an engineer of public works of the State (ITPE), and has a DEA of "research operational, combinatorial and optimization".

In his previous positions, he was responsible for modeling multimodal travel.

He is now in charge of multimodal information in the Cerema, in the technical direction territories and city (ex-Certu).

He worked in dissemination of good practices, including those relating to the Open Data, data repositories or standardization.

He also contributes to the improvement of the methods of calculation of accessibility of the territory, or the establishment of a national database of public transport stop points.

Email : [laurent.chevereau@cerema.fr](mailto:laurent.chevereau@cerema.fr)

## LECTURE

Today information and communication technologies make it possible to know in real time the precise position of vehicles in transit as well as the State of the road traffic within cities.

Nevertheless, these data - originally collected for operational needs - are not always broadcast to the user. However the user has the need of reliable information that will take into account disturbances.

The CEREMA study offers a state of the dissemination of information in real time in France. New technologies allow both development of the content of the information (updated data and complexity of services offered) and the proposed media panel. Indeed, when you think 'real-time', it is not enough to collect the data. The user must be informed during his journey, equipped with a smartphone or not.

The analysis of all the real-time data diffusion tools makes it possible to identify their specificity depending on their broadcast content or the target reached (equipped with a smartphone or not, customized data or not ...)

Finally the CEREMA study analyses development prospects of information in real time. Two tracks have already been explored and are on the verge of being successfully completed projects.

The first track involves extending the real-time dissemination of information to multi-stakeholder services. Several SIM (systems of Information multimodal) of

department or region will soon offer access to schedules in real time for multiple networks from a same portal.

The second one involves extending the dissemination of information in real time to most successful features, particularly the calculation of routes in multimodal real-time. Indeed, schedules in real time are today becoming more common, but conventional routes remain theoretical, at best in mentioning the possibility of disturbances on the course. Optimod'Lyon and In-Time Projects will enable a genuine search for route in real time, thus allowing the user to modify and optimize his route along the way.

## Methods of work multi-actors in France



As a non-specialized engineer and urbanist , **Antoine CHEVRE** acquired a thorough knowledge in the field of public transport planning and engineering, both in urban and railway transport, during 10 years of experience in the Executive Council for SYSTRA. Since 2006 he has held management functions of project teams on studies of transport planning in France and abroad or in project management as head of general studies division.

Among the different projects, we can quote the Lens tramway rail project in the coalfield, Ouargla in Algeria or opportunity studies in Phnom Penh, Cambodia.

Antoine Chèvre also works as a trainer in higher education with student engineers (EIVP) and inside the company as a cycle trainer 'area urban level 1'.

Email : [achevre@systra.com](mailto:achevre@systra.com)

## LECTURE

Tramway in the French projects have been very successful in the 1990s in France. They have put forward a French approach to projects of trams in surface integrating problems of transport and town planning, the tram being used as a unifying vector for renovation and urban development.

This dynamic has been promoted by the French State and by French conurbations that have relied on multidisciplinary clusters bringing together engineers, architects, landscapers, designers... The peculiarity of the tramway is the result of constructive dialogue between the contracting authority, technical jobs and city jobs.

SYSTRA research department has been involved in 17 out of the 22 projects of tramway in France and has been able to extend its experience in emblematic projects in the Maghreb or in Dubai but also in numerous opportunity studies around the world. It has been an actor and privileged witness of the emergence of the tramway in France. The objective is to present a feedback from projects of tramway in France

in terms of collaboration between different trades of groupings of projects management.

### **Mobility in new smartcities**



**SERGE CRIDLIG** first gained an experience in railway operation as operational manager of SNCF operating centers. Then he joined the Keolis group to run a urban transport network. Moving on to Germany for the next four years he developed the railway and bus activities of the group and re-organized newly acquired transport networks. Then he had the opportunity to experience a major project – the East Europe TGV. Under this project, he managed the production of the domestic and international services in both the design and the deployment phases. Serge Cridlig was then responsible for promoting the expertise of SNCF Group in the Asia-Pacific region, and now especially in China where he leads new development projects for Keolis.

Email : [serge.cridlig@keolis.com](mailto:serge.cridlig@keolis.com)

### **Strasbourg's tramway, 20 years after**



**Jean-Baptiste GERNET** is a graduate from political studies institute of Strasbourg and, since 2014, he has been delegate town councillor to the creative economy and community Advisor delegated to active and innovative mobilities of the city of Strasbourg. He is a Parliamentary Assistant to Roland Ries, Mayor of Strasbourg.

Email : [Jean-Baptiste.GERNET@strasbourg.eu](mailto:Jean-Baptiste.GERNET@strasbourg.eu)

### **Traffic management in urban environment**

**Arnaud GORIN** received the M.Sc. in electrical engineering from the National Institute of Applied Science in Rennes, France and the Ph.D degree from the University of Sherbrooke, QC, Canada. He is currently a Research Engineer within the

Centre for Expertise and Engineering on Risks, Urban and Country Planning, Environment and Mobility near Paris. His role is to lead research activities and technical studies in the field of Technology and Transportation Systems.

Email : [arnaud.gorin@cerema.fr](mailto:arnaud.gorin@cerema.fr)

## LECTURE

The regulation of urban traffic using the light signalling is a socio-economic issue in France and provides a strong lever to the policies of mobility. In other periods, it primarily served the development of automobile, responding not without success to essentially capability concerns.

Today, it must simultaneously satisfy a strong travel demand, ensure acceptable journey times, answer environmental requirements, reduce noise to improve the quality of life in the city, promoting economic activity and ensure the safety of the most vulnerable users.

To answer to these new requirements, the manager may rely on different techniques and tools of regulation concerning both: design of intersections and infrastructure, the priority given to regular public transport lines, supervision and regulation of traffic, the dissemination of information, the essential means to the knowledge of the traffic and movements, communication networks, the exchange of information between actors.

## Shared electric vehicles



**Lu HE** is co-founder and VP senior consultant of LPDA business consulting company. Prior to the creation of LPDA, HE Lu spent more than 20 years in different industries in France and China.

During that period, she worked for several worldwide leading firms (Générale des eaux, Renault, Schlumberger, Bull, Schneider Electric) as successively from R&D engineer till general manager. Along with her career, her responsibilities included research, product/system development, project management, organizational development and improvement, competence and talent management, business general management. Her centers of interest focus on business innovation, executive coaching, researches and high technologies, sustainable development in the domains of energy, public transportation and ITS, ...

Mrs. HE holds a Ph. D. from Université de Technologies de Compiègne of France, and a BS and a MS in Power Engineering from Shanghai Jiaotong University of China.

Email : [lu.he@lepontdesarts.com](mailto:lu.he@lepontdesarts.com)

Lu HE will present the Macauto Project, accomplished by Mr **Patrick HURPIN**  
Email : [macauto.systeme@free.fr](mailto:macauto.systeme@free.fr)

## LECTURE

“If electric cars are bees, MacAuto realizes the hives and financial and systemic intelligence of the project”.

The consortium offers from the studies, the implementation of a system MacAuto on Caidian district. MacAuto system will propose and will allow implementation of shared electric vehicle fleets. The preliminary study will take into account an analysis of demand, existing flows, future developments of different sites. The Macauto consortium together with the Renault group will be able to propose an efficient transport system without carbon emission.

## ITS for the Climate



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

He represents the French Ministry of Transport in the European ITS Committee and ERTICO. He is involved in several cooperation agreements (America, Japan and China) and the organization of the World ITS Congress in Bordeaux (5-9 October 2015)

Email : [jean-francois.janin@developpement-durable.gouv.fr](mailto:jean-francois.janin@developpement-durable.gouv.fr)

## LECTURE

Sustainable cities need efficient transport systems, with reliability and low pollution. More and more interest is focussed on the capacity of ITS to reduce energy consumption and CO2 emissions. Eco-driving, traffic management, information and guidance of the persons in mobility, access management, last kilometre logistics, monitoring and modelling have all a role to play to keep the cities liveable. The difficulty is to create the social conditions allowing cooperation between the actors

of mobility. An initiative to share information about intelligence in transport is emerging before the Conference on the climate (COP) to be hold in Paris (December 2015).

### **Strasbourg's tramway, 20 years after**



Working as territorial engineer for more than thirty-five years in various French territorial communities and West Africa, **Bruno JANSEM** has acquired a certain experience in the conduct of technical and urban complex projects.

Successively Director of technical services in a General Council to the conurbation of Pau (150,000 inhabitants), then in Grenoble (450 000 inhabitants), he went back "to his first loves" in the Direction of mobility and transport in the urban community of Strasbourg.

Architect, doctor in Urbanism (and geographer) he was in charge of urban integration and consultation during the revival of the tram in Strasbourg in the 1990s.

Also as an architect, he was supervisor of different constructions and urbanization projects.

Email : [Bruno.JANSEM@strasbourg.eu](mailto:Bruno.JANSEM@strasbourg.eu)

### **For a France-China Observatory of the city of short distances**



**Cristiana MAZZONI** is an Architect and Urban planner, Professor of Urban design and PhD director in the Ecole Nationale Supérieure d'Architecture of Strasbourg (ENSAS). She is Director of the research laboratory "Architecture, Morphology/Morphogenesis and Project" (AMUP EA 79309 - French Ministry of Culture). Actually, she coordinates two important researches for the French Ministry of Environment (MEDDE) and the French Ministry of Culture and Communication (MCC) on the topic of mobility, railways and railway stations, and on the topic of metropolitan regions patterns. She is the French Director and Scientific responsible of the Sino-French Double Master in Urbanism and Architecture (ENSAS-Tongji University).

Email : [cristianamazzone@gmail.com](mailto:cristianamazzone@gmail.com)





**FAN Lang** is an Architect, PhD Student and researcher of AMUP Laboratory (ENSA/INSA), project leader about Sino-french academic exchanges. She coordinates the Sino-french Double Master of ENSAS.

2007-2010: Architect AADI (Alsace Architecture Design Institute), office manager of AADI in China, project manager of Alsace house (2010 Shanghai world expo)

2010 : teacher of ENSAS

*AMUP, Architecture, Morphologie/Morphogénèse Urbain et Projet.*

*ENSAS, Ecole Nationale Supérieure d'Architecture de Strasbourg.*

Email : fanlang6003@yahoo.fr

## **LECTURE**

According to law on the metropolises of 27 January 2014, in Strasbourg, one of the most important issues today is the one of the creation of a territorial entity with a special status - the Eurometropolis - replacing the existing conurbation.

As soon as 1<sup>st</sup> January 2015, the Eurometropolis is supposed to define a "new solidarity space" to develop a "planning and economic, ecological, educational, cultural and social project" of its own territory, and "improve cohesion and competitiveness and contribute to sustainable development and solidarity of the regional territory".

It is intended to "promote Metropolitan economic functions, its transport networks and its academic, research and innovation resources, in a spirit of regional and interregional cooperation and with the aim of a balanced development of its territory" [Act n ° 2014-58].

One of the best ways for Strasbourg to prepare for the construction of the Eurometropolis is probably to create an observatory that combines city and University to form a centre of excellence of actors of the sustainable Metropolitan factory.

The objective of this Observatory is also to integrate a reflection on eco-mobility and projects of territorial development of other metropolises in Europe and Asia.

## World panorama of Cybercars



**Michel PARENT** is currently scientific advisor to IMARA, the INRIA research team on advanced road transport. This team focuses on research and development of information and communication technologies for road transport and in particular on fully automated vehicles (the cybercars). He was the creator and director of this team between 1991 and 2010 and is considered as the “father” of the cybercar concept as he was the coordinator of the European Project CyberCars between 2001 and 2004 and the follow-up project CyberCars2 (2006-2009). He was involved in many other French or European projects on ITS and he is recognized worldwide as an expert in innovative transportation technologies.

Before his positions at IMARA, Michel Parent has spent half of his time in research and academia at such places as Stanford University and MIT in the USA and INRIA in France, and the other half in the robotics industry. He was the president of the French Robotics Association between 1974 and 1979. He is the author of several books on robotics, vision and intelligent vehicles, and numerous publications and patents.

Michel Parent has an engineering degree from the French Aeronautics School (ENSAE), a Masters degree in Operation Research and a Ph.D. in Computer Science, both from Case Western Reserve University, USA.

Email : [Michel.Parent@inria.fr](mailto:Michel.Parent@inria.fr)

## The tram « à la française »



Co-founder, partner-president of *richez\_associes*, and Director of Z D\_R in Kuala Lumpur, Thomas RICHEZ presided over AFEX (French Architects Association for Export) from 2002 to 2008.

Architect, engineer and City Planner ENPC, former student of the École Polytechnique, he developed upon the creation of the Agency in 1985, a complete approach to his profession by practicing at once architecture, urban planning and cityscape.

He developed the activity of project management building of the Agency in France and Asia: Euralille towers, Embassy of France in Singapore..., the activity of designer in urban and public spaces: Coordinator architect of the ZAC of the Grisettes in Montpellier, of Charolais-Rotunda operation in Paris, of the new city of Putrajaya in Malaysia... and an expertise on the transport projects : tramways of le Mans and Orleans cities, centres of Exchange (La Baule, Lens...).

He is currently working on several missions on the Grand Paris tube stations.

Email : [thomas.richez@richezassocies.com](mailto:thomas.richez@richezassocies.com)

## LECTURE

Over the past 30 years France has rediscovered tram - as China is getting ready to do so.

While France had almost completely abandoned this transport system after the 2<sup>nd</sup> world war, 25 cities of 200,000 to 10,000,000 inhabitants, representing almost all of the French cities of this importance, are equipped with one or more lines, as a main transport system, for the smallest, or supplement to the subway for the largest.

All of these projects were designed both as a project of transportation, with tramways in clean area, fully accessible stations, a connection with other systems of transport and park and ride, a new traffic plan to ensure tram speed and regularity, but also as the urban development projects: streets , places have been fully redeveloped, foot of frontage at foot of façade of the buildings bordering them, so as to ensure the best reception of all uses of public space (movement of pedestrians, cyclists, parking, life of shops, promenade..) but also a new approval, with a quality of materials, plantations and furniture, which renew the quality of city life.

Will the “Chinese style” tram extend this approach?

## Multimodality and GIS



Ludovic WASSERMAN is a project manager working at MOBIGIS. He worked for KONAXIS (Shanghai) and ADULLACT (Montreal) before this mission. He graduated from INSA (2013, Advanced master in business engineering and international affairs) and UTBM (2011, Engineering master's degree), and had one year exchange in UTSEUS in Shanghai (2011-2012).

Email : [lwassermann@mobigis.fr](mailto:lwassermann@mobigis.fr)

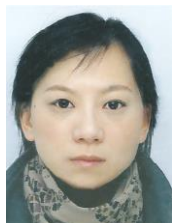
### LECTURE

The multimodality of a transit system is characterized by the presence of several alternative modes - bus, metro, tram, etc... Also, an efficient multimodal system is intermodal and integrated, and uses the different modes of transport without breaking, to respond globally to the needs of users movement.

In order to optimize the integration of modes of transport and to propose an optimal intermodal system, offer, passenger information, as well as multimodal hubs are the three key points. SIG Solutions and know-how of MobiGIS allow to plan and optimize intermodality of an urban transport system by working on the three points above.

The offer can be optimized by analyzing the complementarity of modes, the user information by offering multimodal real-time route search and tracking tools, and finally the hub by analyzing the connections of modes.

## The use of the TOD concept for urban development in Wuhan



**Yi XUN** belongs to the Group for Research on TOD (Transit Oriented Development) concept, CEREMA (Lyon). She is at the University of Saint-Etienne, France, PhD (in progress) "Culture and Creation of Design" , Specialty: Urban Design

Email : [mademoiselle.yi@gmail.com](mailto:mademoiselle.yi@gmail.com)

### LECTURE

With over 1.3 billion people, China is the world's most populous country. In major Chinese cities the population density is extremely high. These populations are

increasingly mobile and the flow of people is one of the major issues in the development of Chinese cities. Today, the development of road transport in China is on the razor's edge. The main problems of current Chinese cities are transport congestion, pollution, the use of land in the city centers and the need for social diversity.

Since arriving in China from the United States, the concept of Transit Oriented Development (TOD) has immediately attracted Chinese policy makers who saw in him the means to solve the problems related to the use of the road network and the land use planning. The problems encountered are specific to China, the introduction of the concept of TOD has been adapted to respond.

## **How to respond to air quality pressures associated with traffic management at urban scale?**



**Qijie ZHANG** (R&D Engineer at ARIA Technologies), Engineer in Risk

Management and Environment from Ecole des Mines d'Alès, and PhD in Atmospheric chemistry and environmental physics from Univ. Paris Diderot, France, Post-doc at Inter-university Laboratory of Atmospheric System (CNRS-LISA, France). Working in the field of atmospheric models (emissions, deposition, meteorology, dispersion, photochemistry), he has contributed to the development of several applications of a regional chemistry-transport model (CHIMERE) and its operational applications in Paris, Beijing and New Delhi. Now, he is in charge of collaborations with China and is the project manager of an international innovation project about online heavy metal supervision at ARIA technologies, where he works also on air pollution management issues related to transport, mobility and sustainable cities.

Email : [qzhang@aria.fr](mailto:qzhang@aria.fr)

## **LECTURE**

To date, a new environmental attention focuses on the relationship among traffic management, urbanization and pollution control. Several European cities want to improve the consideration of environmental pressures in urban planning and traffic management decisions to ensure harm reduction and thus make the city more attractive for residents and tourists. These decisions are, for example, introduction of electric vehicles to develop a zero emission zone, urbanization and redevelopment of a sensitive district near a highway and introduction of intelligent red light to control traffic flow and thus air pollution on important roundabout.

The objective of this type of project is to assess the air quality in this area under direct influence of the traffic and to get a fine mapping of the pollution levels for 3

scenarios:

- Present configuration
- Future configuration “as is” (no urban planning decision)
- Future configuration after district rehabilitation

We propose to explain this by high-resolution 3D modeling approach with MSS model. This type of study should serve as a basis for the development of recommendations to reduce the impacts and improve the comfort of the site (residential, business sensitive, tourist areas). In general, the study is mainly focused on primary pollutants, such as NO<sub>2</sub> and PM. And it also shows the advantage of precise mapping and the knowledge of the vertical distribution of these pollutants.

## Moderators

### Moderator table 1



**Michel CALVINO** is an economist – urban planner (Planning and operational studies in town planning and transport). As international expert, he was until 2011 French representative for the International Transport Forum (ITF, filial organization of OECD) and before Secretary for the Environment Committee of the World Road Organization (PIARC). He was also in charge of the Department “Environment and Sustainable Development” in the French Ministry of transport, General Directorate for Infrastructures, Transport and Sea (DGITM) and before, head of the Urban Development Department in the Public Establishment of Cergy-Pontoise, French new town.

Until 2000, he was teaching at the “Ecole Nationale des Ponts et Chaussées” (ENPC), in charge of the module “Impact of the infrastructures on the environment”.

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Email : [calvino@club-internet.fr](mailto:calvino@club-internet.fr)

### Moderator table 2



**Cristiana MAZZONI** is an Architect and Urban planner, Professor of Urban design and PhD director in the Ecole Nationale Supérieure d’Architecture of Strasbourg (ENSAS). She is Director of the research laboratory “Architecture, Morphology/Morphogenesis and Project” (AMUP EA 79309 - French Ministry of Culture). Actually, she coordinates two important researches for the French Ministry of Environment (MEDDE) and the French Ministry of Culture and Communication (MCC) on the topic of mobility, railways and railway stations, and on the topic of

metropolitan regions patterns. She is the French Director and Scientific responsible of the Sino-French Double Master in Urbanism and Architecture (ENSAS-Tongji University).

Email : [cristianamazzone@gmail.com](mailto:cristianamazzone@gmail.com)

### Moderator table 3



Michel MUNOZ is Doctor electrical and automatic engineer. He has a doctoral thesis "development of dynamic control in urban environment". Theme on the intelligent transport systems in the field of the regulation of traffic, public transport and the eco-mobility.

He is also graduate of the École Nationale Supérieure d ' Electricité et Mécanique (ENSEM) Nancy - 1981 and of the Institut Polytechnique de Lorraine (INPL).

Former state employee at Conseil Général de Seine-Saint-Denis - Region Ile-de-France (2005-2014)

He worked at the Direction of road and travel service and he was Director of the centralized traffic control system, trams and information systems of urban travel in the département of Seine-Saint-Denis.

He was Director of the project and development of the new centralised system of dynamic regulation in dense urban areas GERFAUT II (2005-2014).

Email : [michel.minoz@neuf.fr](mailto:michel.minoz@neuf.fr)

### Moderator table 4



**Christian CURE** is general engineer of bridges, water and forests.



2014: Director, technical territories and town of the Centre of studies and expertise on risk, environment, mobility and development (CEREMA)

2013-2014: Director of the Centre for studies on networks, transport, urban planning and public construction (CERTU)

2010-2013: Deputy Director of regional and interdepartmental management of equipment and the development of Ile-de-France.

2008-2010: Director of the direction départementale de l'équipement des Hauts de Seine

2003-2008: Deputy Director of strategic planning (03-06), then planning and development (06-07); Chief Executive of urban planning, Habitat and Construction; Ministère de l'équipement

#### Moderator reports (2<sup>nd</sup> November)



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

He represents the French Ministry of Transport in the European ITS Committee and ERTICO. He is involved in several cooperation agreements (America, Japan and China) and the organization of the World ITS Congress in Bordeaux (5-9 October 2015)

Email : [jean-francois.janin@developpement-durable.gouv.fr](mailto:jean-francois.janin@developpement-durable.gouv.fr)

## Other speakers (experts)



After graduation of Rabat and Paris's universities in economy and then graduation of Paris's university in urban planning and city design (Institut Français d'Urbanisme), **Jacques SAINT-MARC** got several positions in governmental institutions and ministries.

- Executive at the Ministry of Social Affairs
- Main Executive at the Institute of Urban Marketing
- Regional director for Tourism at the public financial institution « Caisse des Dépôts et Consignations »
- General Manager of the Urban Planning Association.
- Then, he was at the Ministry for Road, Environment, Transport & Housing, as Deputy Director of the "Landscape and Town Planning" Department; Head of Public Urban Area, Traffic & Collective Applications. Then Head of the Department of "Urban Planning and Transactional City Planning" and Deputy General Manager of the "Human Environment and Housing" Innovation Department.
- Deputy General Manager of the "Inter-ministerial committee for Cities (C.I.V.)"
- Advisor to the Minister of Housing, Transports & Infrastructures, Civil Aviation, Marine & Rivers, Secretary General of "Urban and Mobility & transports Ecology's Group" at the Planning State Council
- Program's director for "Transports and Sustainable Mobility", Advisor to the Chairman of ADEME, the French Environment and Energy Saving Agency.
- Then, General Manager of the Inter-ministerial Group for Mobility & Electric Vehicles, he was in charge of the coordination of actions of ministries involved in that domain and relationships with carmakers, energy providers, cities and scientists. He is in charge of State Agreements (China, Canada..).
- He was also Chairman's delegate of inter-ministerial committee: "First French-China agreement on sustainable development" 2008/2013.
- He is the Le Havre's Ambassador to China, and also Climate Economics Chair (Paris-Dauphine University)'s Ambassador to China.

Email : [saintmarc.jacques@gmail.com](mailto:saintmarc.jacques@gmail.com)



**KAISHENG LIU**, hold a M.Sc. of Tongji University and a Ph.D of Ecole des

*Ponts ParisTech in Transport Modelling*, is the founder and President of AFCDUD (Association Franco-Chinoise du Développement Urbain Durable) founded in 2008. It is a nonprofit association which aims to create and promote a platform of exchange and cooperation between France and China on the urban sustainable development issues: making the city more sustainable and more harmonious in the fields of Transport, Environment, Energy, Eco and Smart City ...it has been bringing together more and more bicultural and professional talents in these fields and making contributions to the Sino-French cooperations.

He is actually System Design Manager in ALSTOM for Transport Global Solutions, transport systems design and R&D project technical management. He gained the Innovation Awards 2011 of ALSTOM Group - "I NOVE YOU". He has worked at RATP as research officer from 2005 to 2008.

Email : [kaishengfr@yahoo.fr](mailto:kaishengfr@yahoo.fr)