As Vice-Mayor I personally want to invite you to the PodCar City Conference in Antwerp. We are of course very proud to have this conference in our lovely city. I hope you will have the time to wander around in our streets, for Antwerp harbours many must-see’s and must-do’s. It is a pocket-sized metropolis, very cosmopolitan and internationally oriented. The city is known for her rich history, her port, art and fashion, shopping and culinary facilities, and Antwerp is the world’s number one diamond trading centre.

The city thrives as a living lab for new developments and technologies. Together with the region, Flanders, we are investing in a hub for smart ‘Internet of Things’-solutions. Moreover, Antwerp is becoming ‘Capital of Things’. And, mobility is one of the spearheads. Nowadays, the city is facing an increased amount of infrastructural road works. It is our intention to seize this moment as an opportunity to improve the modal shift in our region, focusing on ‘smart’ technologies. Speed, comfort and reliability are key issues in the choice of a transport mode. The different administrations in Antwerp are preparing the mobility network of drivers, public transport, cyclists and pedestrians for the future. We’re investing in a lot of so-called ‘hard’ or infrastructural measures, for every transport mode. Parkings and Park & Rides, new and fast connections for trams, new and improved infrastructure for cyclists and pedestrians. Our public share bike system called ‘Velo’ is being expanded due to its enormous success. **cont’d on page 5.**
NAVYA is a French company specialized in the conception of electric, autonomous systems. For the past 10 years, NAVYA has been developing complex technological solutions towards sustainable mobility. NAVYA is mobilizing its expertise of intelligent transportation to answer the societal, economical and sustainable challenges of the 21st century. Based in Paris and Lyon (Villeurbanne), NAVYA is supported by the investment fund Robolution Capital, CapDecisif Management with the FRCI Fund (Fonds Régional de Co-investissement de la Région Île de France), investment holding company GRAVITATION, a group of Business Angels and company employees. Since the 23rd of June 2016 two autonomous vehicles are operating in the town centre of Sion, Switzerland.

PostBus, the leading bus company in Switzerland’s public transport network, is now offering residents and visitors alike the chance to travel around the town centre in two NAVYA ARMA driverless shuttles.

Read more about Navya and the list of ongoing projects here: [http://navya.tech/?lang=en](http://navya.tech/?lang=en)

Supraways is a transportation solution that restores the access to common space on the ground and offers a comfortable mobility for all. Supraways is light, dynamic and can easily be accessed from a network of stations in a city environment. It significantly improves the access to railway stations, car parks and other points of interest and generally optimizes the entire existing transport system.

You can read more about this interesting start-up here: [http://www.supraways.com/](http://www.supraways.com/)

Organizers: INIST, CROSSROAD, ATRA

Sponsors and cooperating organizations: KOMPASS, University of Antwerp, MasterCard, 4Diagol, ADM, Rombit
EasyMile is a joint venture between a vehicle manufacturer (Ligier Group) and a high tech company specialising in services robotics (Robosoft). The Ligier Group was set up following the merger of two major players in the heavy and light quadricycles market in Europe - Automobiles Ligier and Microcar. Ligier Group has developed a recognised expertise on VIPA (a French acronym that stands for Autonomous Individual Passenger Vehicle). It masters the whole vehicle production process from chassis and body design and production to components integration and vehicle maintenance.

Robosoft has designed and assembled services robots for over 30 years. A leader in services robotics and related embedded technology, the company has in the last 3 decades deployed more than 1,000 different robots dedicated to various business applications - people and goods transportation, people assistance, hospital logistics, automatic cleaning, surveillance and military. EasyMile combines both companies’ know-how to propose a best of breed smart mobility solution. EasyMile aims at marketing, deploying and ensuring the maintenance of EZ10 cyber cars.

You can find a comprehensive list of Easymile and ongoing projects here: [http://easymile.com/](http://easymile.com/)

Modutram is a GRT technology based system. It is specifically developed to have an affordable cost to cities in Latin America, offering a level of service that the user of public transport has never experienced before with short waiting times, Express travel and even guaranteed seats in rush hour.

You can read more about Modutram here: [http://www.modutram.com/](http://www.modutram.com/)
What are PRT, GRT and Autonomous public transit?

(From Wikipedia)

Personal rapid transit (PRT), also referred to as podcars, is a public transport mode featuring small automated vehicles operating on a network of specially built guideways. PRT is a type of automated guideway transit (AGT), a class of system which also includes larger vehicles all the way to small subway systems.

PRT vehicles are sized for individual or small group travel, typically carrying no more than 3 to 6 passengers per vehicle. Guideways are arranged in a network topology, with all stations located on sidings, and with frequent merge/diverge points. This allows for nonstop, point-to-point travel, bypassing all intermediate stations. The point-to-point service has been compared to a taxi or a horizontal lift (elevator). Right side images: Two examples of PRT on a guideway, outside and inside.

Group rapid transit (GRT) is similar to personal rapid transit but with higher-occupancy vehicles and grouping of passengers with potentially different origin-destination pairs. In this respect GRT can be seen as a sort of horizontal elevator. Such systems may have fewer direct-to-destination trips than single-destination PRT but still have fewer average stops than conventional transit, acting more as an automated share taxi system than a private cab system. Such a system may have advantages over low-capacity PRT in some applications, such as where higher passenger density is required or advantageous. It is also conceivable for a GRT system to have a range of vehicle sizes to accommodate different passenger load requirements, for example at different times of day or on routes with less or more average traffic. Such a system may constitute an “optimal” surface transportation routing solution in terms of balancing trip time and convenience with resource efficiency. Right side images: Autonomous GRT vehicles, for road (top) and special track (bottom).
Koen Kennis, (cont’d)

But these ‘hard’ measures are not the only thing needed for a policy that wants to ‘seduce’ people to think about their mode of transport for their next trip. A series of ‘soft’ or ‘flanking’ measures is needed for this ‘seduction’. Unknown is unloved, applies still for travellers who never use public transportation or bicycle. That’s why we invest in ‘Slim naar Antwerpen’ or ‘Smart ways to Antwerp’, a programme to get people informed about the infrastructural road works, their impact and, especially, the alternatives.

Starting at the end of the year, a new multimodal route planner will be added to our ‘Smart ways to Antwerp’-platform. This will enable anyone to plan his or her trip, not only with a comparison of complete routes and modes, but also in a chain of modes. You will get to see for instance, that the fastest way to your destination is not always only by car. It may be a combination where you drive the first kilometres by car, then take the train and finish your last mile with a share-bike.

The next step is to make it very easy for any traveller to pick and choose a mode of transport. That’s why we intend to make a ‘Smart ways to Antwerp’-card, which will enable anyone to make use of all types of transport in the region. This card will include the use of the classic PT (train, tram, bus), public and private parking, taxi, shared bikes and cars, and so on. We will present our citizens and visitors this type of service in the beginning of 2017.

Since we are collecting all the API’s of these mobility actors, we will open them to the market. This will enable private actors to develop their own systems and services. We believe in Mobility as a Service, and we believe it is up to the free market to organize it, not to us, the government.

This was a very short and limited introduction to the Antwerp view on mobility, but I look forward to discuss and study our case with you in September. I hope to welcome you at the PodCar Conference in a few weeks.

Sincerely

Koen Kennis
Vice-Mayor for city of Antwerp
Design Challenge!

Imagine designing a new or enhanced mobility prototype for Antwerp in less than 2 days! It can be a mobility hub, a new transport means, a product, a service, a business model, an algorithm or something else we have not thought about.

You get an opportunity to join friends, fellow students, colleagues and complete strangers on the 20th and the 21st of September during the Podcar City & Advanced Transit Design Challenge as part of the Podcar City & Advanced Transit conference.

You will start off by attending a couple of presentations by local and international mobility experts, providing inspiration and a basic toolkit that will help you tackle the challenge. After getting to know the other participants, together you will imagine and dream how the current mobility landscape in Antwerp could be improved during an energetic ideation. Next you will go on with the idea selection and form groups around the chosen ideas.

Then it is time to get from dream to reality. The first step is developing a clear pitch together with your teammates. It can be about a complete solution or an important part of a bigger concept. After pitching to the group you can use the common feedback and our extensive set of tools (e.g. service design techniques, business blueprints, etc.) to create a design prototype. Your group will present this prototype to the attendees of the conference and capture their suggestions, reactions and feedback.

Afterwards you will refine the prototype based on the received feedback. This prototype will be used during the group presentation in front of jury of international mobility experts from business as well as academia. The most promising concept will receive a price and will pitch the prototype to the conference participants during the conference closing. We will help you to get the presentation just right.

Image by TM
Creative Commons

Organizers:                                                                                                    Sponsors and cooperating organizations:
Design Challenge!

The Solar Skyways design team at San Jost State University

Potentially, the designs will be submitted to a special mobility platform that will be developed shortly to link you up with Government, Business and / or Angel investors so that they can possibly support you in further developing the prototype and maybe even start your own business.

This Design Challenge is embedded in a wider interdisciplinary design effort to create a personal rapid transit system using renewable resources. The Spartan Superway (http://spartansuperway.blogspot.com/) has been organizing international internships during the last three years for students from several countries (US, BR, F, KR, NL, SE). A blog for ongoing communication among the universities involved (http://www.solarskyways.net/p/universities_30.html) has been created: http://www.solarskyways.net/.

You don't need to have a lot of experience with mobility, design or have a technical background. The process will be managed by design and mobility experts that will guide and support you throughout the process.

Join us, if you are an engineer, architect, product developer, software developer, economist, psychologist, sociologist, … or just have a keen interest in mobility. Different profiles (age, technical and less technical, student or professional) can only enrich the process and the resulting design prototypes.

Do not hesitate to subscribe via Podcarcity.org/Antwerp. In case you are interested, you can join in for the optional visit to the autonomous Rivium Shuttle operating in Capelle aan den IJssel, Rotterdam.

Organizers:

Sponsors and cooperating organizations:
PROGRAM OVERVIEW

MONDAY SEP 19 (Optional visit Rivium Shuttle, Rotterdam)

10 AM  Registration
10.30 AM  Transport – Bustrip Antwerp – Rotterdam
12 PM  Networking: Lunch from LunchBox
1 PM  Session on Rivium Shuttle @ Rivium World
  - Peter Oskam, Mayor Capelle aan den IJssel, “Lessons Learned from the perspective of the city”
  - Peter Krumm, Connexxion, “Lessons Learned from the perspective of the operator”
  - Carel van Helsdingen, 2getthere, “Lessons Learned from the perspective of the supplier”
2 – 3.30 PM  Visit: Rivium Shuttle
4 – 5.30 PM  Transport – Bustrip Rotterdam – Antwerp
6.30 PM  Networking Event: Ice Breaker Reception @ Town Hall Antwerp
  Koen Kennis, Vice Mayor of Antwerp, “Welcome”

TUESDAY SEPTEMBER 20 (conference day 1, University of Antwerp)

8 AM  Registration
9 AM  Welcome / Mobility in Antwerp
  - Koen Kennis, Vice Mayor of Antwerp, “Antwerp Mobility Roadmap”
  - Stefan Bergstrom, City of Sundbyberg
9.45 AM  MaaS / Podcar: Operational Systems/Project Developments/Trends, pt.1
  - Robbert Lohmann, 2getthere
  - Easymile, “Autonomous vehicle for last miles transportation”
  - Matthew Lesh, Local Motors
10.45 AM  Coffee Break
11.00 AM  MaaS / Podcar: Operational Systems/Project Developments/Trends, pt.2
  - Clement Solomon, Morgantown PRT, WVU University
  - Ingmar Andreasson, LogistikCentrum AB, “Synergies between driverless cars and ATN Systems”
  - Arup Consultancy
  - Jo Van Onsem, Xerox
  - Peter Muller, PRTConsulting Inc. / ATRA, “Some pending podcar applications in the US”
1 PM  Networking – Lunch at the venue
1.45 PM  Digital Payments
  - Judge Will, Mastercard
  - VVM De Lijn
  - Speaker TBC
2.45 PM  Safety and Security - speakers TBC
3.45 PM  Coffee Break
4 PM Ministerial Panel Discussion – Politics-Legal-Technology
- Anneleen Vander Elstraeten, Lige + speakers TBC

6 PM Networking – Pre-dinner drinks

7 PM Conference dinner
- Emmanuel Marreel, Siemens, Intelligent Truck Control System

WEDNESDAY SEPTEMBER 21 (conference day 2, University of Antwerp)

8 AM Registration

9 AM Sustainability / Energy / Climate
- Fredrick Federley, EU Parliament (TBC)
- Ron Swenson, Ecotopia
- ABB
- Speaker TBC

10.30 AM Coffee Break

10.45 AM Multimodality
- Christer Lindström, 4D Dialog, “4D gamification technology for ATN vehicles and station design”
- Surya Ramkumar, McKinsey & Company, “Global Future of Mobility”
- Olivier de Clercq, PickMeUp
- Nathan Koren, Podaris, “Innovation and collaboration: Why innovative transport needs better planning and design”
- Mary Maness, DoubleMap, “Uber A Threat To Public Transport?”

12.15 PM Networking - Lunch

2 PM City of Things / Enabling Technologies
- Rombit
- Spie
- Addax Motors
- Michael Berisch, DLR (German Space Agency), “Planning automated self-driving vehicles”
- Speaker TBC

4 PM Closing – Student Competition

4.30 – 5.30 PM Networking – Closing Reception

Five cities considering ATN / PRT Technology
- Upplands Väsby, Sweden
- Austin Texas, USA
- Täby, Sweden
- New Taipei City, Taiwan
- Singapore, Singapore

Organizers: CrossRoad

Sponsors and cooperating organizations:
A Selection of our Speakers as of August 9, 2016:

Anneleen Vander Elstraeten, Lige, Belgium
Bengt Gustafsson, BeamWays, Sweden
Christer Lindström, 4Dialog, Sweden
Clement Solomon, WVU, USA
Emmanuel Marreel, Siemens, Belgium
Ingmar Andreasson, LogistikCentrum, Sweden
Ingrid Evers, Crossroad, Belgium
Jo Van Onsem, Xerox, Belgium
Judge Will, Mastercard, Belgium
Koen Kennis, City of Antwerp, Belgium
Magnus Hunhammar, Kompass, Sweden
Mary Maness, DoubleMap, USA
Matthew Lesh, Local Motors, USA
Michael Berisch, DLR, Germany
Natha Koren, Podaris, UK
Olivier de Clercq, PickMeUp, Belgium
Peter Muller, PRT Consulting, USA
Peter Oskam, Mayor, Capelle aan den IJssel, Netherlands
Robbert Lohmann, 2getthere, Netherlands
Ron Swenson, INIST, USA
Shannon McDonald, Southern Illinois University, USA
Stefan Bergström, City of Sundbyberg, Sweden
Surya Ramkumar, McKinsey & Co, Netherlands

CONFERENCE
VENUE AND
REGISTRATION

The conference will be held September 19-21 2016 at the University of Antwerp. Register at podcarcity.org

OFFICIAL CONFERENCE HOTEL

The Hotel for the conference is Hotel Lindner. To order a room with discount you email to reservations.antwerpen@lindnerhotels.be and in the email refer to

* Block ID. nr. 8417210 and code ‘PCC10’;
* First and last name;
* Check-in and check-out date;
* Credit card details (card number and expiration date) to guarantee the reservation.

Every guest will get an individual mail as confirmation. The rooms will be held for us until 15 August. After that date, the rooms will be free again. Reservation after 15 August is still possible, but on availability.

€110 Single, €145 Double + €2,39 tax/pp/n Wifi & Breakfast included
Electric charging available at parking
Parking is €18/day

REGISTER NOW!
GO TO WWW.PODCARCITY.ORG/ANTWERP

Organizers:
Sponsors and cooperating organizations: