



CALL FOR PRESENTATIONS ECOMM 2017

This information is for politicians, policy makers, companies, associations and institutions, as well as for students and citizens who would like to contribute to the European Conference on Mobility Management taking place from 31 May – 2 June 2017 in Maastricht, the Netherlands. When preparing your paper, we kindly ask you to indicate:

- the topic(s) you are addressing in your presentation or the mobility case(s) you would like to bring in for discussion;
- the (different) session format you are able to present it in.

Presentation proposals can be submitted until Friday 16 December 2016.

MAIN THEME AND CROSSCUTTING CONFERENCE SUBJECTS

The main theme of ECOMM 2017 is **'Teaming-up for liveable cities'**. The ECOMM conference wants to explore how a continuous improvement in the quality of life and health in cities can be realized. By working together (public-private and cross-border), combating climate change, creating integral solutions and customizing mobility services. Maastricht Bereikbaar (Accessible Maastricht), the City of Maastricht, the Province of Limburg, the Dutch Ministry of Infrastructure and the Environment, the University of Hasselt and the Breda University of Applied Sciences have teamed-up to create liveable cities. You are kindly invited to come and join us in Maastricht from 31 May – 2 June 2017.

Facing mobility challenges

A large majority of European citizens live in an urban environment, with over 60% living in urban areas of over 10.000 inhabitants. They live their daily lives in the same space, and for their mobility share the same infrastructure. Urban mobility accounts for 40% of all CO₂ emissions of road transport and up to 70% of other pollutants from transport. European cities increasingly face problems caused by transport and traffic. The question of how to enhance mobility while at the same time reducing congestion, accidents and pollution is a challenge to all major cities in Europe.

In order to share knowledge and encourage further cooperation, the ECOMM 2017 conference has selected **five crosscutting subjects**: CO₂ neutral transport, public-private partnership, integral solutions serving multiple goals, cross-border cooperation and user perspectives.

The Paris Climate Change Agreement has opened the door to a world where sustainable, low-carbon growth is our singular objective for the rest of this century. The transport sector now needs to review its strategies, policies, investments and infrastructure and it is up to the sector to demonstrate how **CO₂-neutral transport** can be achieved. The potential for action is there. The upward trajectory of transport sector greenhouse gas emissions is slowing as leading public and private organizations take steps to curb emissions. The Paris Agreement can therefore be considered a wake-up call for more urgent action.

Solving the mobility challenges will require bold, coordinated actions from the private and public sectors. Technological advances and commercialization, funding, intelligent policies, and business-model innovation will be needed to realize productivity improvements while creating more sustainable environments in our cities. **Public-private partnership** expertise makes it possible for us

to come up with integral solutions that serve the interests of all parties concerned. Market parties are developing smart, tailor-made solutions for travellers, while authorities are providing data and contributing to investment in new private services and there is the public with its ongoing need for mobility.

Already, there is discernible movement toward new “multimodal” services—those that facilitate journeys combining walking, cars, buses, bikes, and trains—as well as shared transportation services. And intelligent transport systems encourage market parties, users and the government to work together to create new **integral solutions**. Under the influence of digitization and urbanization many social developments emerge. One of them is a vigorous society that, in many contexts, creates and applies smart solutions. Smart technology and smart people make the city more sustainable, more accessible, safer and more liveable.

Cross-border cooperation in the transport sector is a must, given the peripheral position of border regions and daily needs (work, leisure, etc.). It supports the internal marketing of the border region. Cooperation is a tool for the economic development of border regions: a region's accessibility is a key factor for any relocation for it supports the external marketing of the region. Fewer traffic jams, a good running mobility chain and a reduced environmental impact lead to an improvement in the quality of life. Cross-border transport systems promote tourism and the region's external marketing.

Information on travel behaviour can provide important insights into the most effective and sustainable ways to manage traffic congestions, its environmental impacts and create new mobility services which are based on **user perspectives**. Connectivity plays an important role in realizing mobility goals such as efficient routing and traffic information, customized mobility, and sustainable and safe environments for residents. Travellers have access to the internet, apps, and navigation and communication systems via their smartphones or tablets. Based on real time information and personal preferences of travellers, solution vendors are able to customize mobility services. Car use is slowing down, and the use of other modes of transport is expanding.

TOPICS FOCUS SESSIONS - ECOMM 2017

Presentations at ECOMM 2017 should refer to one of the following topics, all related to the main theme of the conference, creating liveable cities together.

1: WHAT MAKES A CITY LIVEABLE ?

Keywords: *smart and sustainable cities, multimodal services, public transport services, electric vehicles, electric bikes, car sharing, zero-emissions, in-car services, reducing congestion, road safety, congestion charging, travel planners, payment systems, integrated ticketing, long term spatial planning; integrated mobility, environmental zones, counteracting urban sprawl, mixed land use patterns, infrastructure and land use policies, combined use of parking lots.*

Many aspects of urban design and new approaches to city planning are based on the concept of liveability. These approaches recognize that design and structure can be very influential in the life of a town or city and indeed to the building of community in and of itself. They also create novel contexts for a community to develop in a more sustainable way.

Liveability is critical to the establishment of a sustainable community, if for no other reason than if it is not present people will not stay in the community. But 'liveability' as a term is exceedingly difficult to define. For some, it is intrinsically tied to physical amenities such as parks and green space; for others to cultural offerings, career opportunities, economic dynamism, or some degree of reasonable safety within which to raise a family. Where liveability is linked to sustainability and infrastructure issues it is normally as an alternative development model to the expansion of sprawling suburbs with low densities of both population and services and where infrastructure provision is costly to ecological, economic, and social capital.

The highly demanding consumer lives, works and recreates in the city, where demand for goods and services continues to rise. At the same time, the consumer wants his environment to be, and remain, liveable, or even more than that. Sustainable, efficient, safe and responsive urban mobility is essential for the economic vitality and the attractiveness of cities. Facilitating expected transport demand through expansion of infrastructure networks, however, is not always the desirable answer. The challenge is to ensure mobility is facilitated in a sustainable way for the long term. Incorporating mobility management in our long term planning processes will help to plan infrastructure as part of an integrated approach.

Multimodal transportation is emerging, based on intelligent design, and built on fare and toll collection with a seamless user experience – one customer service center, one card and one payment system accepted by multiple, interconnected transit and transportation systems.

Social and technological changes play an important role in spatial planning. Optimal coordination between spatial planning and mobility is therefore extremely important. In other words, tuning the development of new locations for living, working and recreation to available infrastructure: to ensure a proper balance between accessibility and quality of life in a city. Social and technological changes in the long term and determining what this means for the sustainable future of the city.

In this topic, current and future challenges in keeping cities liveable are discussed for. Presentations should show how these new challenges could be introduced to future transport planning policies on regional, national or even European level. The aim of the sessions is to share knowledge from good and bad practices, and in addition, to share long- term views and comprehensive policy analyses.

Examples of:

- Making way and places for cyclists and pedestrians in cities.
- Role of public space and mobility management integrated areal development and urban mobility.
- Encouraging e-bike use for the last mile or commuter travels until 20 km.
- Encouraging the use of public transport in inner cities.
- Real-time traffic information, in-car information, parking & re-routing.
- In-car safety.
- Shared public spaces and services for car parking as well as for logistical purposes.
- Innovative parking management concepts (earmarking, parking zones, neighbourhood sharing).
- Improving traffic safety around schools.
- Mobility management, parking restrictions and (less) parking norms.
- Re-profiling streets: creating more space for pedestrians and/or creating dedicated cycle lanes.
- Involving stakeholders and creating communities.

2: CROSS-BORDER TRAVELLING: TOWARDS SEAMLESS MOBILITY AND REMOVING BOUNDARIES

Keywords: *travel planners, congestion charging, payment systems, integrated ticketing, real-time information systems, new mobility opportunities for aging, vulnerable, disabled people, transport on demand, car sharing platforms, automated vehicles, autonomous public transport, e-bikes.*

Travelling within Europe has become easier since the creation of the European Union in 1993. European Directives covering passenger rights and package travel were created with the intention of protecting consumers/commuters travelling within the EU. The aim of European policy is to boost tourism, harmonize services, make travel easier and remove boundaries. But is this really working in practice?

For border areas (countries, regions, inner cities – suburbs) transport in general and public transport links in particular are seen as a pre-condition for their social, economic and territorial cohesion and

also crucial for improving their economic competitiveness and development. Bottlenecks in these links have negative effects on mobility (labour markets, shopping, recreation, tourism, etc.) and on the cooperation between other stakeholders (e.g. business, R&D institutes and universities).

Commuters living in another country than where they work often face many problems travelling to and from work every day. Problems varying from language barriers in road signs and travel planners, lack of real-time travel information provided, different transport operators using different payment systems, different travel tariffs, toll systems or congestion charging used, tax different administrative procedures, discrepancies in regulations to name but a few. This calls for a more integral mobility approach for the commuter travels, flexible offers for leisure travels and tuning between the different operators and authorities involved.

These sessions will focus on atunement between transport operators, local, regional and national authorities. Presentations should show how these challenges could be tackled with regards to transport planning policies on regional, national or even European level. Presentations can also address ways on how to create a seamless user experience.

Examples of:

- Dynamic traffic management and Real-time travel information.
- Integrated ticketing and payment systems cross-border.
- Interregional cross-border transport and chances for mobility management.
- Cross-border cycle highways (commuting).
- Cross-border cooperation: how to support one another's mobility policies.
- Cross-border logistics.
- Seamless travelling between the different transport modalities.
- Synchro Mobility as traveller-oriented mobility services.
- Facilitating fast cycle routes.

3: BEHAVIOURAL INSIGHTS: HOW RATIONAL ARE WE?

Keywords: *human behaviour, habits and environment, social influences, traveling with social media, company mobility policies, connecting societal and business goals, teleworking, reducing congestion, personal mobility budgets, incentives for green traveling, stimulate cycling, role of cycling in multimodal transport (bike-PT; bike P+R), bicycle marketing and communities, participant recruitment, securing knowledge and data, privacy reference architecture, privacy protocols.*

Even with additional infrastructure, roads will remain congested. If we are to use the existing roads in a smarter way, and to reduce the congestion in particular locations and at particular times, the traveller is key. This means that we need to get to know and understand the traveller and his behaviour; only then will we be able to offer him suitable alternatives as regards his means of transport or time of travel. But changing people's attitude and travel behaviour is a long lasting procedure.

Changing travel behaviour or influencing demand focuses on aspects such as Work Smart, Travel Smart, cycling and off-peak travel. Work Smart, Travel smart involves enabling companies to support their employees with favourable employment conditions promoting smart travel and avoiding peak hours.

This may include the use of all-in-one mobility passes, electric means of transport or improved bicycle infrastructure. Or even off-peak travel projects examining how road users can be encouraged to travel before or after the rush hour on a consistent basis. Measures focusing on bicycles are primarily aimed at encouraging bicycle use. This involves not only schemes for such things as e-bikes, bicycle motorways and bicycle parking, but also marketing and communication measures to encourage 'more cycling'.

What is the best way for authorities and private sector to connect and cooperate? Are there any new ways of organizing work processes, such as stimulating teleworking, needed to incorporate mobility management in company policies, examples of Work Smart, Travel Smart, cycling and off-peak travel? In what way can (local) governments support companies in taking measures?

Setting an architectural and legal framework for mobility management combines the knowledge and experience gained in the areas of ITS, rush hour avoidance, bicycle projects and behavior. It can act as a qualification for the organization of trial measurements and the recruitment, following and rewarding of participants in, for example, bicycle and rush hour avoidance projects and traffic studies.

The aim of these sessions is to share knowledge on the different methodologies used, to learn all about what drives the traveller. But also about lessons learned from programmes such as Work Smart, Travel Smart, rewarding programmes for off-peak traveling, creating architectural and legal frameworks for trial measurements and protecting privacy issues.

Examples of:

- Ways to get to know and understand the traveller and his behaviour.
- Avoiding travelling, bundling of freight, car sharing initiatives.
- Measures focusing on bicycles primarily aimed at encouraging bicycle use.
- Target group mobility (elderly people, children, handicapped people etc.).
- Work Smart, Travel Smart, cycling and off-peak travel.
- Mobility demands of scholars, pupils, and students.
- Solutions for vulnerable and disabled road users.
- P+R facilities.
- Less cycling, more walking in urban areas.
- Off-peak travel incentives for cycling and public transport.
- Ways on how to secure knowledge & exchanging information.
- Ways on how to protect personal data.
- Virtual reality in mobility: Cycle spaces and Walking spaces.
- Advantages for public procurement procedures.
- Lessons learned from acquisition, tracking and rewarding participants in mobility projects.
- Lessons learned from reverse tolling – incentives for rush hour avoidance.
- Social inclusion issues (preventing have/not's, mobility poverty).
- Changing habits in the future: shift from possession to occasional use.

4: SMART COLLABORATION – FINDING COMMON INTERESTS

Keywords: *sustainable business policies, healthy employees, public-private partnerships, employers approaches, Work Smart, Travel Smart, off-peak travel incentives, travel expenses for green travelling, purchase incentives, individual travel budgets.*

More and more employers are looking for concrete opportunities to develop sustainable business policies and healthy employment practices. These themes can be a part of their business strategy and philosophy, however they also have the power to differentiate from competitors.

These ambitions could partly be realized in the field of mobility. The idea is to guide employers towards the opportunities that map out these long lasting sustainable measures and transform them into reality. And on the other hand, cuts down travel costs. To seek innovative ways of collaboration with national, regional and local authorities. In other words, collaboration with all parties that may affect groups of travellers behaviour, such as employers, hospitals and schools with the aim of creating liveable cities. Ultimately, a structural employers approach is vital. Companies are to jointly tackle inspired mobility issues, which can lead to a network of companies (custom) projects in the field of accessibility to pick up and run together in the future.

On the other hand, service providers and solution vendors can contribute to better accessibility. There are several conceivable forms of cooperation with industry partners. And these partners may also be committed to improve access by developing and offering innovative products and services that help employees smarter to travel to their work.

Mobility management for employees helps to reach societal targets, but also 'People Planet Profit' goals of companies. Still, it is a challenge to get companies and other employers into the so-called 'driver's seat' of mobility management. The joint approach in creating business policies and healthy employment practices also goes for co-financing. And this sometimes even calls for new ways of public-private partnerships. The ultimate goal is to have a market of supply and demand for products and services in the field of smart work smart and travel, which changes the role of governments.

These sessions discuss the different innovative ways of collaboration, finding common interests, ways of getting companies and employers in the driver's seat, and long lasting measures in order to develop sustainable business policies and healthy employment practices.

Examples of:

- Work Smart, Travel Smart, cycling and off-peak travel.
- Enabling businesses to support their employees with favourable employment conditions.
- Promoting smart travel that avoids congestion.
- Off-peak travel encouraging people to travel before or after the rush hour on a consistent basis.
- 'Greening' travel expenses.
- Active modes in the daily urban system to promote health (and avoid obesity).
- New parking policies.
- Extension of business operating hours and enabling working from home.
- Try out bike and e-bike offers.
- Try out public transport offers.

5: QUO VADIS MAAS? TOWARDS A SMART MIX OF COLLECTIVE AND INDIVIDUAL SERVICES

Keywords: *cloud computing, big data, mega data, data analysis, Internet of Things, social media analysis, social media networks, mobility sharing, personalized mobility apps, customised information, business models, mixing or combining information from different sources, user oriented services, service providers, data sharing, integrated ticketing, automatic fare collection systems, multimodal travel planners, privacy reference architecture, privacy protocols.*

Mobility is of vital importance for citizens to participate in society for it enables them to access work, shops, public health services, leisure etc. Vulnerable population groups (lower incomes, aged, disabled) are usually dependent on public transport. However, it is an increasing challenge for transport operators to maintain or guarantee a minimum level of service. At the same time the 'sharing economy' is emerging.

New and improved mobility services are making transportation ever more multimodal, on-demand, and shared, increasing consumer choice and convenience. The overall transportation system will become more digital and therefore more efficient by better matching demand and supply in the short and midterm because of improved data and analytics capabilities. And public transit will likely face competition from new private-transit approaches.

Which of these mobility services and underlying business models will survive and scale up remains to be seen. The key is that the economics need to be sustainable; that means that providers have to ensure that operating expenses and services are competitive. Consumers will be choosing from a range of options; convenience and cost will therefore be critical factors. The market will weed out services that fail on those counts.

The availability of data, processing power and the ubiquitous use of mobile phones has enabled travellers and their needs to be better understood. Passengers no longer need to collect and keep timetables to work out the most optimal connections between transport modes. There is a range of personalised apps designed to serve travellers - these apps deliver information in real-time to help avoid congestion and delays and enable the customer to choose a travel option according to the specific travel need. Tailored travel options can be provided - whether it is the fastest route, low-cost route, most direct route, most environmentally friendly, or most accessible service for persons with reduced mobility.

Mobility as a Service combines options from different transport providers into a single mobile service, removing the hassle of planning and one-off payments. It works out the best option for every journey -whether that is a taxi, public transport, car share or bike share. Mobility as a Service is a mobility distribution model in which a customer's major needs and queries are met over one common interface and are offered by a service provider (either already existing or new one). The whole concept behind Mobility as a Service is to see the transport sector as an integrated ecosystem reflecting the needs of the customer.

In this topic, contributions on new concepts such as sharing data and their role on transport planning and mobility management are welcome. But also real cases or planned applications highlighting the new concept of Mobility as a Service and finding new business models. Presentations about barrier issues such as the reliability of the given information, the personal data transparency and the opportunities opened are also part of this topic. And examples and solutions to tackle challenges with regard to 'inclusive mobility'.

Examples of:

- Travel analysis based on open data.
- Real-time monitorization of data.
- Developed, personalised and smart mobility services reflecting the users' diverse needs.
- Seamless, well functioning transport services (transport as an experience).
- Start-ups in the mobility services field.
- Flexible Transport Systems (FTS).
- Last Mile issues.
- Inclusive mobility.
- Deployment of ICT improving the effectiveness of the whole transport system.
- Allocation of resources (based on real needs of end-users).
- Growth in employment and vitality generated by new businesses.
- Improved traffic incident management and a more reliable transport system through advanced data deployment.
- Profitable markets for new transport services.
- Renewed opportunities for the traditional transport and infrastructure business sectors as part of innovative service concepts and co-operation.

6: FUTURE MOBILITY LAB

Keywords: *electric vehicles, electric bikes, car sharing, clean mobility policies, zero-emission or low-emission transportation, alternative fuels, sustainable urban mobility plans, in-car services, connected vehicles, autonomous cars, cooperative systems, seamless traffic, personal mobility offers, mobility cards for public transport and bike, smart parking services.*

Electric transport and alternative fuels are important themes within the mobility deals and contributes to the climate goals and liveability (air quality) in cities by reducing CO2 emissions. The developments in producing cleaner, more efficient, quieter and smarter vehicles are succeeding each other quickly. But this requires more than just adjustments in vehicles, it requires a refueling and loading infrastructure and strong communication networks.

Decarbonization especially lends itself to the cooperation between governments, system operators and solution vendors. The development also calls for new business models. Fortunately, the importance of transport and climate change is underscored by new champions emerging creating new smart and sustainable mobility concepts.

Smart solutions can make a journey easier, cheaper and more attractive for the traveler or the business community. It also offers opportunities for cities, by reducing unnecessary and undesirable mileage in the city. Worldwide trends such as urbanization, global warming, digitalization (Internet of Things) and automated vehicles will lead to a different role in mobility for cars. These trends will also influence the development of car sharing concepts or integral mobility concepts. Mobility will eventually be focused on linking and tuning to a range of transport modalities based on real-time data exchange.

Urbanization puts the accessibility of rural areas under great pressure and hence the quality of life. Public transport must stay accessible and affordable for everyone in urban as well as in rural areas. People are getting increasingly dependent on car ownership, which is not feasible for everyone. This calls for new (transport) parties that want to create solutions in the form of citizens' initiatives (car sharing), autonomous vehicles or shuttles, or even solutions such as electric bicycles and fast, light electric vehicles.

Once fully automated driving becomes possible on a large scale, there may be societal benefits, in terms of social inclusion, improved city safety, improved mobility services in rural areas and cities, the development of mobility as a service and lower travel costs. These advantages should bring extra flexibility in door-to-door mobility, especially in the field of public transport, also to the benefit of the aging population, vulnerable road users and disabled persons.

Dynamically updated and user-relevant information will become the norm. This is evident in the way customers adopt disruptive services such as Uber. The rise of the shared-economy has completely disrupted existing products and services in the urban mobility space. Peer-to-peer mobility services like Uber and Lyft have challenged the taxi, livery, car share, and mass-transit establishment. Disruptive innovations like this have the power to not only redefine industries, it can bankrupt companies as well.

The ECOMM conference is looking for innovative and disruptive mobility solutions to the challenges posed by creating liveable cities. This can either be citizens' initiatives such as car sharing, bike pooling or Vehicle2Grid but also autonomous vehicles or shuttles, or even solutions such as electric bicycles and fast, light electric vehicles. There is no one single recipe for success.

Examples of:

- Smart travel services.
- Cars are the enemy, or? The development of the automotive industry with regards to more sustainable driving or modal shift.
- Vehicle2Grid: domestic electricity usage and the grid can enforce each other in the smart energy future.
- Combined use of transport modalities.
- Demand Responsive Transport initiatives.
- Start-ups in the mobility services field creating new business models.
- Real-time assessment tools for driver's performance.
- Disruptive mobility services.
- Peer-to-peer services.
- Role of Climate Change in mobility management (charging stations policies, driver trainings).

SUMP and GREEN DEAL examples

Sustainable Urban Mobility Plans or Green Deals play a very important role in Europe and elsewhere with respect to the achievement of the Sustainable Mobility goals. There are several good examples of successful plans in European cities and regions and the exchange of successful policies are therefore strongly encouraged by ECOMM. Although SUMP or Green Deal examples are not listed as a separate subject like the ones above, the ECOMM conference is always looking for innovative plans in order to cope with the challenges posed by creating a more sustainable urban mobility culture. Related issues that are welcome to submit are governance issues and the way they affect policies and plans, stakeholder involvement, policy related problem solutions and problem mitigation. SUMP and Green Deal examples can simply be submitted when they are somehow linked to subjects 1-6.

SESSION FORMATS

Our aim is to make this conference a fruitful experience for all participants, whether they are from a public or private sector. In order to enable a well-tailored knowledge exchange, we distinguish four different session formats, of which one is new to ECOMM. All different formats are aimed to trigger interaction within the audience and encourage further cooperation.

Besides sending in proposals for new mobility concepts, success stories with regards to cooperation, behavioural insights, we also invite you to share do's and don'ts, projects with learning curves, problems which are solved on the way. Such knowledge can be of great value to other delegates.

At the ECOMM 2017 conference we use the following four types of formats:

- **Presentation Sessions - (P)**

In a standard presentation session three or four speakers are expected to deliver a powerpoint/Prezi presentation of about 20 minutes each, followed by a discussion. In order to improve the interaction with the audience we highly recommend you to use slides with lots of pictures, illustrations and even videos.

- **Pecha Kucha Sessions - (K)**

A Pecha Kucha presentation consists of exactly 20 images, each shown for 20 seconds and the presentation lasts for precisely 6 minutes and 40 seconds. This format has outstanding qualities in ensuring that presentations remain short, clear and appealing, and forces the speaker to focus on the main message. After each Pecha Kucha presentation there will be room for short questions. After all presentations, a poster session will be held in the same room. Each speaker stands beside its poster and the audience gets the opportunity to discuss the topic on a personal-one-to-one basis. Please look at the link for Pecha Kucha instructions: <http://www.youtube.com/watch?v=wGaCLWaZLI4>. Once selected, additional Pecha Kucha training will be offered.

- **Challenge Sessions - (C)**

The attendees of the ECOMM conferences are well informed and experienced in mobility management. This provides a unique opportunity to gather ideas, share visions and exchange knowledge on the different mobility challenges that are sent in. Challenge sessions are those including 2 challenge holders who present their challenge to the audience using a 5 minute powerpoint. These sessions are led by a moderator who then poses the main points and questions to the addressed to the participants in the session. The challenges are discussed in small groups. Participants are invited to give feedback, come up with solutions, recommendations and share their thoughts on the topic for 35 minutes. Groups rotate between challenges and continue their discussion where the previous group ended based on notes on a tablecloth. The moderator makes a closing end of the session.

- **Pressure Cooking Sessions - (PC)**

Submitting cases for brainstorming sessions for even more complex mobility challenges for the duration of the conference is also possible. Various cases in order to realize liveable cities can be brought in for mobility students to work on in small groups during the conference days.

The Pressure Cooking Sessions are fun and creative set-ups in order to gather fresh new and out-of-the-box ideas. The students will be coached during the sessions and delegates are also able to join the discussions.

The brainstorm sessions will be held in an informal setting, in an easy to access area for all delegates.

Outcomes of their findings will be presented during the closing session of the conference.

TIMETABLE ECOMM 2017 CONFERENCE

Wednesday 31 May	08:00-13.30	Registration open
	08:00-12:00	Build-up stands & demonstrations
	09.00-12.00	Excursions & side meetings
	12.00-13.30	Lunch + visit exhibition
	12.00-18.00	Exhibition open
	13:30-15:00	Opening Session
	15.00-15.30	Coffee break
	15:30-17:00	Focus Sessions 1
	18:30-20:00	Welcome reception
Thursday 1 June	09:00-10:30	Plenary Session – Interactive Panel Discussion
	09.00-18.00	Exhibition open
	10:30-11:00	Coffee break
	11:00-12:30	Focus Sessions 2
	12:30-13.30	Lunch break
	13:30-15:00	Focus Sessions 3
	15:00-15.15	Short coffee break
	15.15-16.45	Focus Sessions 4
	16:45-18:00	Meet the Locals
	19.30-....	ECOMM Dinner + party
Friday 2 June	09.00-10.30	Plenary Session - House of Commons Debate
	10.30 -11.00	Coffee break
	11.00-12.30	Focus Session 5
	12.30-13.30	Closing Session
	13.30-14.30	Lunch break
	14.30-17.00	Excursions & side meetings

SUBMISSION VIA THE INTERNET

This year, the submission is via the internet – providing more security, easy access for even last minute editing and an easier management for the reviewers. Go to <http://review.epomm.eu> to enter the submission pages.

The deadline for submission is: **Friday, 16 December 2016, at 23:59 CET.**

Evaluation criteria

The EPOMM International Programme Committee (IPC) will evaluate the abstracts. The evaluators will base their judgement on the following criteria:

- a. Significance and relevance to Mobility Management. If the presentation does not fit this “knock-out” it will be removed from further consideration.
- b. Linkage to the session topic
- c. Innovation and originality
- d. Transferability and problem solutions
- e. Abstracts relating to completed projects or measures which have proven results, will be prioritized over those which have not yet yielded much potential for knowledge transfer.
- f. Overall quality of the abstract: Is the content clear, is it a valuable contribution to the conference, does it fit to the overall theme of the conference?
- g. For challenges in addition the relevance, opportunities and attractiveness for a larger group to interact on the presented case will be included in the evaluation criteria.
- h. In a second round, the evaluators will see to ensure a good balance of abstracts per topic and session and to have a reasonable distribution among European countries.

Gender mainstreaming

EPOMM aims to ensure that men and women are well represented as speakers, chairs and on panels. For this reason, the evaluation procedure might favour presentation of men or women to ensure such a reasonable representation.

From Evaluation to the conference

If accepted, the author will be contacted mid February 2017. Based on the selection by the IPC, the conference host Maastricht will develop the conference programme in cooperation with EPOMM.

All authors must be prepared to provide the final draft of their presentation at a date well before the conference. This date is yet to be set, probably mid April 2017. Pecha Kucha (draft) presentations will have to be provided to the conference organisation in order to check whether the format is adhered to and in addition presenters will be coached on how to present the slides.

Other (draft) presentations and poster formats for the challenge sessions will have to be provided in order to enable the session chair to coordinate between the presenters and to give adequate focus to the discussion during the session. You might then be asked for more details on the presentation and the format.

By agreeing to participate your presentation may be selected to be included in the ELTIS database of Mobility Management examples and will be published on the EPOMM website – see for example www.epomm.eu.

For more information on the paper submission, please contact:

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Looking forward to receiving your submissions and welcoming you in Maastricht, the Netherlands at the end of May.

The ECOMM 2017 organising team

November 2016