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enter hub

hubs as engines of cities' development
cities as engines of regions' development

EUROPEAN PROGRAMME FOR SUSTAINABLE URBAN DEVELOPMENT

URB ACT

European Union
European Regional Development Fund

Rostock, 22nd – 23rd of May 2014.
Thematic Workshop on Economy

URBACT II is a European exchange and learning programme promoting sustainable urban development, part-financed by the European Regional Development Fund, under the framework of the European Cohesion Policy.
URBACT helps cities to develop pragmatic solutions that are new and sustainable, and that integrate economic, social and environmental dimensions, and enables cities to share good practices.

ENTER.HUB promotes the role of railway hubs and multimodal interfaces in medium-sized cities as engines for integrated urban development and economic, social and cultural regeneration. Fitting into TENT-T corridors, ENTER.HUB network partners redefine their territorial systems around these hubs.
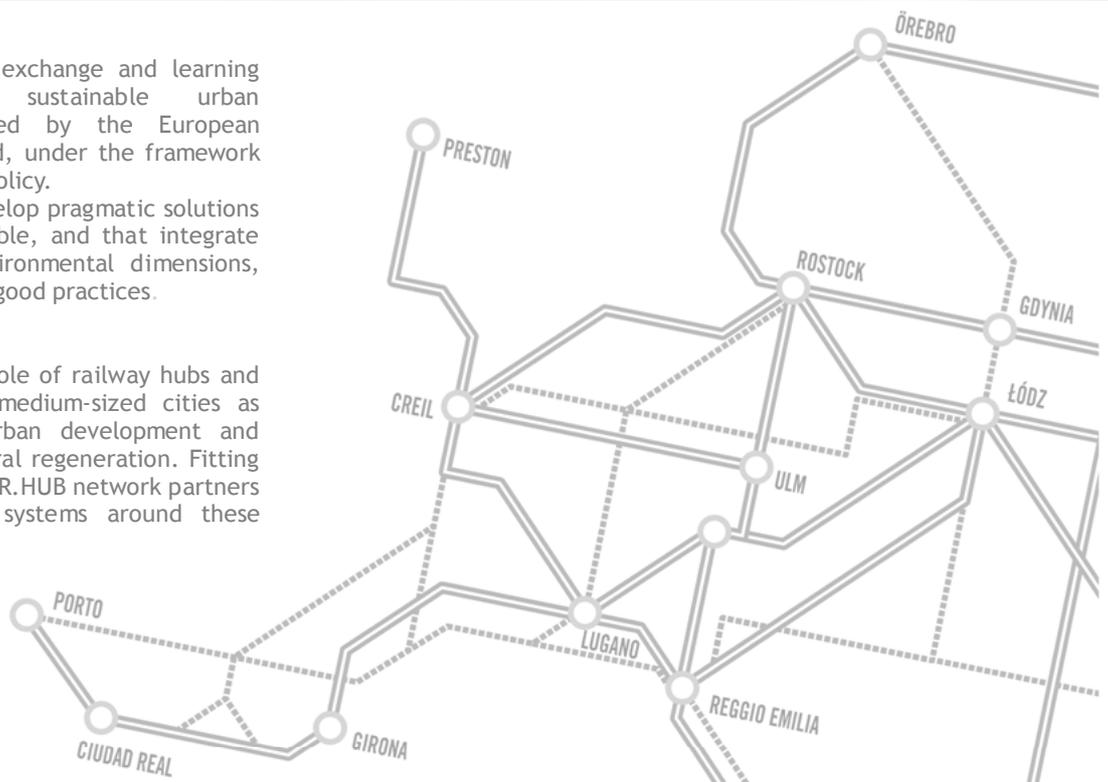
10 x 2 Recommendations

10 on SMART TECHNOLOGIES AND CITIES . . . .

Thematic Expert, Pedro Ferraz De Abreu
Workshop in Lugano, February 2014

SMART ECONOMY (Competitiveness)	SMART PEOPLE (Social and Human Capital)
• Innovative spirit • Entrepreneurship • Economic image & trademarks • Productivity • Flexibility of labour market • International embeddedness • *Ability to transform*	• Level of qualification • Affinity to life long learning • Social and ethnic plurality • Flexibility • Creativity • Cosmopolitanism/Open-mindedness • Participation in public life
SMART GOVERNANCE (Participation)	**SMART MOBILITY (Transport and ICT)**
• Participation in decision-making • Public and social services • Transparent governance • *Political strategies & perspectives*	• Local accessibility • (Inter-)national accessibility • Availability of ICT-infrastructure • Sustainable, innovative and safe transport systems
SMART ENVIRONMENT (Natural resources)	**SMART LIVING (Quality of life)**
• Attractivity of natural conditions • Pollution • Environmental protection • Sustainable resource management	• Cultural facilities • Health conditions • Individual safety • Housing quality • Education facilities • Touristic attractivity • Social cohesion

. . . Framework for smart city indicators . . . .
Ranking European Smart Cities, Centre of Regional Science, Vienna

. . . **R1. Preserve citizens' security, identity and privacy**

This is one of the great challenges of modern, ubiquitous ICT, and a serious requirement for any sustainable process.

. . .**R2. Reduce inequality by universal access to technologies**

Universal access implies adequate choice of technology and its deployment, comprehensive user-needs assessment, with a clear effort to consider special needs, such as low-income citizens and other situations.

. . . **R3. Use ICT for accountability and transparency**

Balanced agendas imply good governance control and auditing tools, but also tools to promote and secure a participatory process, open to all citizens/stakeholders.

. . . **R4. Develop international cooperation for improving the regulatory framework**

Besides mandatory cooperation to articulate institutions and regulations at local and national level, globalisation is a hard fact in major transport networks, which are the most important context of city hubs, such as ENTER.HUB.

. . . **R5. Promote open data standards as opposed to proprietary data and protocols**

In many procurement areas in developed countries, it is a well-established practice to mandate for open standards, when public moneys are at stake. Experience shows this is a key factor to avoid the capture of public interest by private interests, in what concerns the smart city industry.

. . . **R6. Favour integrated, decentralized, distributed architectures for ICT systems**

While centralized systems may in some cases allow for better integration, and be the most adequate, distributed systems
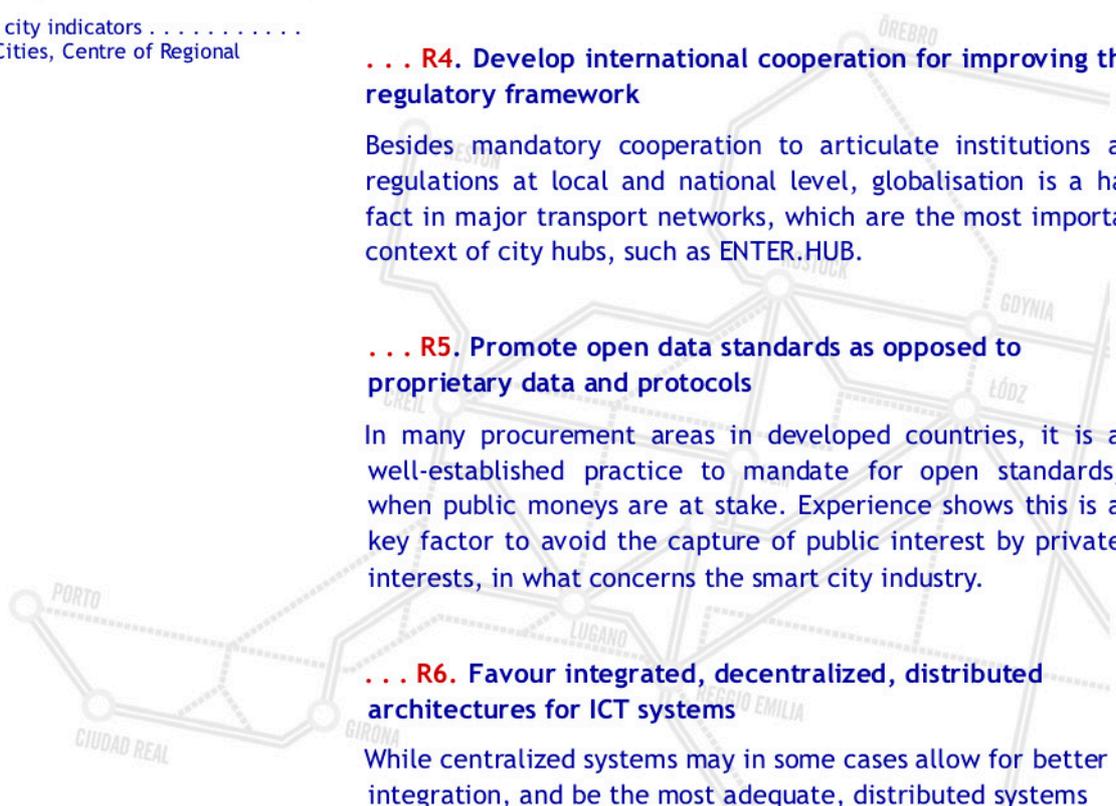
tend to be more flexible, easy to maintain and to engage users. Decentralized systems require, however, open data standards enforcement for real integration.

. . . R7. Unify local and regional transport with a common ticketing system

Integrated ticketing systems ("one trip – one ticket") are at the core of any rational, integrated, multi-modal system. It also allows for true market-driven efficiencies, facilitating multiple operators without hindering the system. Such unified ticketing systems require tools that give responses to a query (origin-destination) structured for the citizen to use.

. . . R8. Integrate ICT into a global urban strategy before hard investments

One potential good approach is to establish a "Smart City Officer" at the municipality.

. . . R9. Promote territorial cohesion as the base for a true "smartness" in a city

When planning for smart infrastructures, non-urban areas must be accounted for.

. . . R10. Make sure that the new technologies answer to a true need

ICT utilization depends on integrated policy and communication, and the evolution of ICT – related procurements should be followed through a long-term contract.

. . . An integrated view of a Smart City. . . . .

Smart city train station

Smooth transfers
Provide timely operating information
Help people go where they want to go
Coordinate logistics
Shopping facilities
Use of renewable energy and supply of electric power
Charging station for EVs
Display information on various devices
On-site English conversation class
On-site childcare service

Railway station as a part of the daily-life services infrastructure → Place where users can receive services that match their needs

. . . A smart train station, within a city, can be seen as the Enter.Hub core . . . .
Picture from Hitachi White Paper

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