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

... 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

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

... A smart train station, within a city, can be seen as the Enter.Hub core. 

Picture from Hitachi White Paper
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