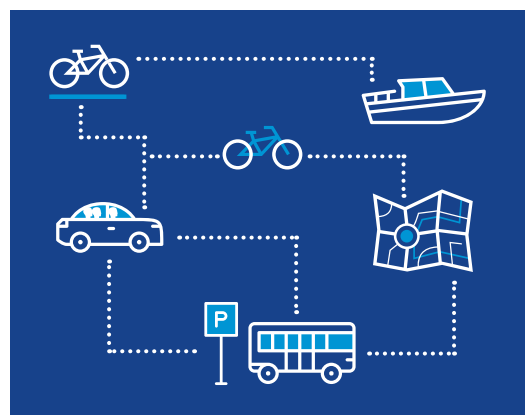




SUSTAINABLE URBAN MOBILITY IN MED PORT CITIES



A word cloud on a blue background featuring various terms related to urban mobility and transportation. The most prominent words are 'Bike sharing', 'eco-friendly', 'sustainable transport', 'design', 'MED', 'urban mobility', and 'infomobility'. Other visible terms include 'smart cities', 'good practices', 'harmonisation', 'policies', 'evaluation', 'active mobility', 'network', 'stakeholder engagement', 'car pooling', 'bike lanes', 'green mobility', 'port cities', 'citizens', 'testing', 'trainings', 'SUMP', 'cooperation', 'e-learning', 'pilot actions', 'experience', 'simulation', 'urban transport', 'improvement', and 'quality of life'.

smart cities good practices harmonisation
monitoring active mobility urban mobility policies evaluation
network **Bike sharing** **eco-friendly**
stakeholder engagement car pooling bike lanes green mobility
port cities **sustainable transport**
citizens testing **MED** trainings SUMP cooperation
e-learning pilot actions experience
urban transport simulation **design** infomobility
improvement quality of life

CONTENTS



1. FOREWORD	3
2. URBAN TRANSPORT COMMUNITY	5
3. WHO ARE WE?	6
..... Durrës	7
..... Kotor	8
..... Koper	9
..... Valencia	10
..... Regional Unit of Thesprotia	11
..... Limassol	12
4. ACTIVITY LEADERS	13
..... Central European Initiative	13
..... Aristotle University of Thessaloniki	13
..... Las Naves	14
..... Institute for Transport and Logistics	14
5. TESTING SUSTAINABLE MOBILITY MEASURES	15
..... Planning, implementing and evaluating	16
..... 5.1 Building bike-friendly cities	19
..... E-bike sharing for cruise passengers in the Port of Valencia	19
..... Extending the bike sharing system in the centre of Igoumenitsa	20
..... Enlarging the bike lane system in Durrës	21
..... Improving bike lane's safety in Kotor	22
..... Linking the existing bicycle lanes on both sides of the New Limassol Port	23
..... 5.2 Simulation of a new Maritime Transport System	25
..... Feasibility study of a maritime transport service in Limassol	25
..... 5.3 Carpooling for port workers	27
..... Development of a carpooling app in Valencia	27
..... 5.4 Improved mobility planning	29
..... Harmonisation of mobility principles in the Regional Unit of Thesprotia	29
..... Update of the Sustainable Mobility Plan of the Port of Valencia	30
..... Durrës: the first SUMP in Albania	31
..... 5.5 Building a smart city	33
..... Infomobility and creation of a traffic information center	33
6. TRAINING IN SUPPORT	34
7. E-LEARNING PLATFORM	35
8. SHARING OUR EXPERIENCE	36
FINAL WORDS	37
PROJECT PARTNERS	38

ABBREVIATIONS

SUMP	Sustainable Urban Mobility Plan
SMP	Sustainable Mobility Plan
MED	Mediterranean
SUMPORT	Sustainable Urban Mobility in MED PORT cities

1. FOREWORD

Port cities in the Mediterranean basin might be extremely diverse in size and traffic flows, and of course, they do reflect differences in the political, historical and socio-economic background of the respective territories. However, they also have many things in common: they are usually located in congested metropolitan areas with complex layering of residential, natural and productive environment, both rural and industrial. Moreover, Mediterranean ports often coexist with archaeological and historical sites, as well as with protected coastal areas. In addition to this, most port cities of the Mediterranean are also popular touristic destinations, with relevant seasonal fluctuations in terms of population, traffic and goods consumption.

In order to contribute to developing concrete measures that would allow reducing the impacts of port-related mobility, ten institutions and organizations from the MED region agreed to exploit the opportunity offered by the Interreg-MED programme and joined forces in what has then become SUMPORT: the Sustainable Urban Mobility in MED PORT cities project. The logic behind our project stems from the acknowledgment of Sustainable Urban Mobility Plans (SUMP) as most effective tools that can facilitate the transition towards sustainable and low-carbon transport patterns.

The project brought together six port cities: Valencia (Spain), Koper (Slovenia), Regional Unit of Thesprotia (Greece), Limassol (Cyprus), Kotor (Montenegro) and Durrës (Albania). These were supported by another three public R&I institutions (the Institute for Transport and Logistics from the Italian region of Emilia Romagna, the Aristotle University of Thessaloniki in Greece, and Las Naves from Valencia), under the overall coordination of the Central European Initiative, an international organization that has been promoting regional cooperation among its member states for over 30 years.



SUMPORT has been designed so to tackle the issue of congestion and air pollution, aggravated by port-originated traffic, to foster competences in sustainable mobility planning and to implement pilot actions to mainstream alternatives to individual car transport. This has been done through close cooperation among the partnership, but also with the wider Urban Transport Community established in the framework of the MED Programme.

SUMPORT deployed a blend of rather traditional approaches and actions. What made our experience rather exceptional, is the understanding of all participating cities of the importance improving the quality of life by means of rationalizing traffic flows, reducing congestion and emissions, making available efficient mobility alternatives.

During its lifetime, SUMPORT reached the following objectives:

- Triplicated the number of bikes in Igoumenitsa and adding one more bike-sharing station;
- Expanded the bike-lane network in Limassol, Kotor and Durrës;
- Tested innovative e-bike sharing and wayfinding solutions in the Port of Valencia;
- Implemented smart mobility solutions in Koper, including bus tracking and parking lots sensors;
- Introduced a car-pooling system in the Port of Valencia;
- Simulated a maritime connection along the seaside of Limassol;
- Developed the first SUMP in Albania, in Durrës;
- Updated the SUMP of the Port of Valencia;
- Extended the principles of sustainable mobility planning in the Regional Unit of Thesprotia, harmonised with the existing SUMP of its capital city, Igoumenitsa.

Moreover, we invested relevant efforts to ensure that our experience is not wasted after the completion of SUMPORT. We organized training courses to improve participants' skills and competences and built an e-learning platform populated with valuable methodological and training materials on sustainable mobility developed by all the projects belonging to the Urban Transport Community of the MED Programme.

2. URBAN TRANSPORT COMMUNITY

16

organizations
participating
as partners
in the UTC

22

local authorities

18

universities
and research
centres

The MED Urban Transports Community is one of the thematic communities of the EU Interreg MED Programme. Beside SUMPORT, the Community gathered following projects: CAMP-sUMP, LOCATIONS, MOBILITAS MOTIVATE, REMEDIO, EnerNETmob.

We worked towards achieving tailor-made sustainable urban mobility plans and solutions in the Mediterranean area. All projects were co-financed by Interreg MED Programme 2014-2020 under the priority “Sustainable Transport-Low carbon Economy”, which focused on promoting sustainable mobility plans and actions. The MED Urban Transports Community was supported and animated by the GO SUMP project.

GO SUMP aimed to improve the visibility and the communication reach of the projects of the community, to create synergies among them and to capitalise and mainstream their results. Using a bottom-up and a top-down approach among the Community projects and relevant policy-makers and interest groups, GO SUMP acted as a bridge enhancing dialogue, promoting the transfer of knowledge and amplifying the impact of the projects of the community. In the past three years, the MED Urban Transport Community aimed at guiding and supporting modular projects in the implementation of the SUMP principles and low carbon measures and to improve the visibility, capitalization and mainstreaming of the modular projects’ results through synergies and networking activities.

SUMPORT has actively taken part in the numerous events organized by the Urban Transport Community, enabling our experience to spread. SUMPORT was one of the signees of the Memorandum of Understanding, a document developed by the community setting the basis for the future of the projects and their commitments towards the development and mainstreaming of further measures and strategies promoting sustainable mobility.



urban-transport.
interreg-med.eu

3. WHO ARE WE?



Large City

VALENCIA
with over
800.000
inhabitants



Medium City

DURRËS,
LIMASSOL



Small City

REGIONAL UNIT
OF THESPROTIA,
KOTOR, KOPER

The SUMPORT project brought together six cities in the Mediterranean Sea: Durrës (Albania), Valencia (Spain), Kotor (Montenegro), Koper (Slovenia), Igoumenitsa (Regional Unit of Thesprotia- Greece) and Limassol (Cyprus). These cities were supported by technical partners, which we later introduce in chapter 4 – Activity Leaders.

Our cities are small, medium and large-sized, they experience very high tourism pressure in addition to the regular problems related to traffic and mobility, they have relevant ports and have a history of commerce through the sea. For example, Valencia is one of the most important ports in the area, with a large population (over 800 000 inhabitants) whereas Igoumenitsa and its region have about 46 000 residents. Limassol is a city with about 120 000 inhabitants, but it welcomes between 300,000 to 400,000 visitors annually, which is around twice its population. Despite such differences, our cities face common challenges and they can learn from one another. Thanks to SUMPORT, they cooperated to find local solutions by working jointly.

In this chapter, we gave our partners the space to introduce themselves and talk about their local mobility problems, as well as the value that they saw in the implementation of SUMPORT.

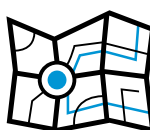




Durrës Municipality



**Extension
or creation
of bicycle lanes**



SUMP Development

“ An extended
bike network
in the city,
a better quality
of life for all us.”

Ina Xhakoni
Project Manager

DURRËS



Durrës is the most economically and strategically important city of Albania, with natural resources, cultural heritage and a unique history. The port and the main railway centre make Durrës Municipality the main transportation hub of Albania.

Tourism is considered one of the largest industries in the economy of Albania, which has significantly increased during the past years, with an estimate of over 400,000 tourists visiting annually. Consequently, the traffic growth in the last 10 years and the development of tourism have caused traffic problems, especially during the summer time. This situation has called for the preparation and implementation of a SUMP, aiming to improve mobility in Durrës Municipality. Thanks to SUMPORT, Durrës developed the first SUMP in Albania and a pilot on the extension of the cyclepath.

Joining a project like SUMPORT has meant the improvement of the planning capacities on sustainable mobility through training activities. The main benefits coming from SUMPORT were the technical experience gained during the SUMP training sessions as well as the sharing of experience with the partners. Many of the SUMPORT cities had already prepared and implemented SUMP projects. Hence, the issues raised during SUMP implementation and obstacles faced by SUMPORT cities and especially their recommendations were a great contribution for the preparation of SUMP for Durrës Municipality.



City of Kotor



Extension or creation of bicycle lanes

“ Clear minds choose bikes. ”

Nada Radulović
SUMPORT project coordinator, Advisor for EU projects at Kotor Municipality

“ The city of Kotor must develop alternative ways of transport as one of the key measures to address traffic congestion, where the development of cycling holds the leading role, SUMPORT project is a great step forward for Kotor. ”

Vladan Barović
Traffic engineer at Kotor Municipality.

KOTOR



Stevan Kordić

Kotor is located on the alluvial plain of River Skurda, which flows along its northern wall, and the spring Gurdic on the south wall. On the east side, there are the slopes of Lovćen with hill Sveti Ivan, while on the southwest side, the sea provides gateway with international connections. Montenegro is now more and more accessible to tourists, as there are many things to see when cycling along the Montenegrin mountains as well as the coast.

Unfortunately, the increase of tourism has led to the growing seasonal problems, which are further aggravated by two specific issues. The first is that the Adriatic Highway is the only road passing through Kotor and the entire traffic, both transit and local, moves along it. The second concerns the arrival of cruise ships, which leads to frequent halts in the traffic on the Adriatic Highway, causing traffic congestion in the entire central zone of the city.

Due to frequent disruptions in traffic flow, motorcyclists and cyclists have increased even if the use of the car lanes causes danger and discomfort for them. In fact, cycling infrastructure was virtually non-existent, and the planning documentation was very scarce in treating the topic of bicycle traffic.

For Kotor, joining SUMPORT was essential to improve low carbon and carbon neutral transport infrastructure to support public and non-motorized transport by building a new bike lane. SUMPORT has given Kotor the capacities and competences to repeat this pilot project in other locations. Through extensive trainings, the city managed to update the capacities of public servants in sustainable transport planning and gained knowledge by exchanging experiences and expertise of MED port cities.



Municipality of Koper



Infomobility and creation of a Traffic Information Centre

KOPER



“ Higher quality of life in the city due to better traffic control and improved public information and awareness on efficient low-carbon mobility alternatives. ”

Aleš Bržan

Mayor – Municipality of Koper

“ Establish a pilot project to serve as a basis for regional transport planning. ”

Slavko Mezek

Spatial planning expert
Regional development Centre.

The Municipality of Koper covers an area of over 300 km² and over 50.000 inhabitants. It lies on the Adriatic sea, it is the biggest port on the Slovenian coast and has the successful and well-known port of Koper. The city has well-organized public city transport, which is controlled and financed directly by the municipality.

The wide use of private cars has discourages the use of public transportation and active mobility. Also, the growth of car traffic impacts on the quality of life and the environment. Therefore, through the SUMPORT project, the Municipality of Koper wants to encourage people to combine the use of transport modes and, in the long term, increase the use of the public bus network. Koper has developed the basic transport open data platform needed to support the development of user friendly, real-time information system about parking places, suburban bus stops, combining them with multimodal connections like existing cycling lanes etc. This has significantly improved the level of knowledge of traffic conditions in the Municipality of Koper. We have gained important experience on raising the awareness on the importance of traffic management not only on local level but also on regional level among spatial planners and policy makers. Collaborating in SUMPORT has meant for Koper new knowledge on sustainable mobility practices and exchange of experience with the other partners. Being part of Interreg MED community was of big importance for the Municipality, opening a new range of possible solutions and low-carbon mobility alternatives other Interreg MED project developed and shared.



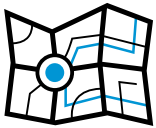
Fundación Valenciaport



Bike sharing



Carpooling system for port workers



SMP update

“ The Port of Valencia is a reference for environmental sustainability policies. Regarding mobility, since 2012 it has implemented a Sustainable Mobility Plan which, thanks to the SUMPORT project has been reviewed and upgraded, encouraging the active participation of the entire port community. ”

Federico Torres
Director of the Area of Safety, Environment and Facilities,
Port Authority of Valencia

VALENCIA



Valencia is located on the east coast of the Iberian Peninsula, in front of the Gulf of Valencia on the Mediterranean Sea. It is the capital of the autonomous region of Valencia and the third-largest city in Spain after Madrid and Barcelona, with around 800,000 inhabitants and an extension of near 138 km², of which around 62.5 km² correspond to the city.

The port of Valencia is the first container port in the Med Area, but also an important cruise ship port (one million passengers every year). As an economic node, the Port of Valencia is demanding means of transport to support freight logistic activities, tourism and the mobility of more than 6,500 workers.

The Port of Valencia participated in SUMPORT through the Valenciaport Foundation (VPF) for Research, Promotion and Commercial Studies of the Valencian region. VPF was conceived to further expand the reach of the logistics-ports community by serving as a research, training and cooperation centre of excellence.

Thanks to SUMPORT, several activities were performed, contributing to improve sustainable transport in the Port from different perspectives. Three pilots were tested in the framework of SUMPORT: Update of Sustainable Mobility Plan (SMP) including the development of a wayfinding system, a pilot action on e-bikes, and a study for the development of carpooling system. Thanks to the SUMPORT project, the Valenciaport team has built planning capacities to be able to work on the update of the Mobility Plan of the Port of Valencia.

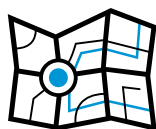


Region of Epirus
Regional Unit of Thesprotia

Region of Epirus
Regional Unit of Thesprotia



Bike sharing



SUMP principles harmonisation

“SUMPORT Bike Sharing System promotes cycling in order for it to become an everyday alternative to the use of private cars in the city of Igoumenitsa.”

Panagiotis Zylis
Bicycle Association
of Igoumenitsa “APEIROS”

REGIONAL UNIT OF THESPROTIA



The Regional Unit of Thesprotia (RUTH) covers the north-western part of Epirus region, with an area of 1.515 km² and a population of around 43 500 residents. Within its territory, it comprises three Municipalities: Igoumenitsa (the capital), Filiates and Souli. It is mostly a mountainous area shaped by the west mountain chain of Pindos, which gradually lowers in the west towards the sea. The port is the second most important port for passenger traffic between Greece and Italy, and part of the Trans-European core ports network.

One of the characteristics of the Region of Epirus is the low population density combined to its mountainous geomorphology. Over 65% of the national road network of the RUTH can be considered as mountainous while the respective percentage of the provincial road network is even higher. Regarding rail transport there is no rail infrastructure in the Region of Epirus. Due to its geography, there are accessibility and infrastructural problems, and limited road or parking space despite the growing traffic. RUTH also experiences significant problems with urban public transport, lack of cooperation with tour operators, high car usage, limited network and infrastructure for bikes, and lack of experience in mobility planning.

Thanks to SUMPORT, the Regional Unit could confront such problems, by building capacities, designing a SUMP, and extending its bike sharing system. Transnational cooperation was crucial to learn from others and subsequently improve local stakeholders involvement.



Limassol
Municipality



Design of bike lanes



Simulation of
maritime transport

“ Changing the culture of private car dependency is facilitated by actions such as those of the SUMPORT project. ”

Stelios Stylianidis
Architect - Planning Officer
in Limassol Municipality

LIMASSOL



With its main port, the city of Limassol (Lemesos) is the most important coastal city of Cyprus and is the second city by population in the island. The agglomeration has a population of approximately 250 000 inhabitants, and 120 000 live within the municipality. It lies on the center of a triangle - shaped valley, and it has excellent traffic connection with the other parts of the island through highways. Limassol concentrates a dynamic sphere of activities, functions and services concerning all the aspects of Cyprus' financial development. It is the main passenger and cargo port of the island and has an active multi-dimensional industrial development. At the same time, it is the center of commercial activities and services and it is a popular holiday destination. The improvement of a network for buses, bicycles and pedestrians and the creation of a friendly environment, which guarantees the improvement of the quality of living in the city, has always been a priority. The Limassol's SUMP has recently been published with policies and measures to be implemented up to 2030. A special chapter is devoted to the connection of the Port with the city, both for commercial and public transport. The municipality has taken part in a number of EU co-funded projects and has always benefitted from such experiences, especially those concerning the improvement of sustainable mobility. The participation in the SUMPORT project was important for the Municipality to reach the objectives set out in the mobility planning documents. Thanks to SUMPORT, there was further improvement of the all-around mobility situation in town, especially the connection with the Limassol Port, which influence on the energy consumption and the green strategy for the town.

4. ACTIVITY LEADERS

Besides the Med port cities presented in the previous chapter, other organisations contributed to the completion of SUMPORT.



CENTRAL EUROPEAN INITIATIVE

The Central European Initiative (CEI) is a regional intergovernmental forum founded in 1989 and nowadays encompassing 17 countries of Central, Eastern and South-Eastern Europe; the organization's Executive Secretariat is based in Trieste, Italy. CEI is committed to support EU integration and sustainable development through cooperation between Member States and the EU, international and regional organisations as well as with other stakeholders.

The CEI has a long and consistent record of accomplishment of EU-funded projects in the field of transport and sustainable mobility that dates back to the early 2000's. In SUMPORT, CEI was entrusted with the role of Lead Partner, responsible for the overall coordination of project activities, as well as for the financial management.

CEI

Lead Partner



ARISTOTLE UNIVERSITY OF THESSALONIKI

Founded in 1925, the Aristotle University of Thessaloniki (AUTH) is the largest university in Greece (over 78,000 registered students in 2014). It consists of 41 Faculties and Schools serving a wide spectrum of scientific fields, ranging from natural and technological to social and health sciences, arts and humanities. Research activities are implemented through the Special Account of Research Funds, which is responsible for the financial management of research projects and activities.

The School of Rural and Surveying Engineering of the Faculty of Engineering deals with a broad, multidisciplinary field of geosciences and applied engineering. The Laboratory of Transportation Planning, Transportation Engineering and Highway Engineering has vast experience gained through participation in numerous national and international research and territorial cooperation projects. AUTH led SUMPORT's "Testing" activities, dealing with training in sustainable mobility planning, elaboration of SUMP's and implementation and evaluation of the pilot activities (permanent and temporary measures and simulation).

AUTH

Leader of testing activities



LAS NAVES

Las Naves is the new innovation center in Valencia. It is a public entity of the Valencia City Council that promotes urban innovation with a clear commitment to the people. Specifically, Las Naves promotes social innovation to, directly or indirectly, improve the quality of life of all the people in the city of Valencia in ways that have not been explored nor yet implemented through projects, networks, collaborative space that are aligned with city strategies.

Las Naves was the leader of the “Transferring” activities, dedicated to the transferring of the results of the project, especially the results of “Testing”. Transferring envisaged to strengthen the MED port cities’ knowledge and planning capacities through exchanging first hand experiences related to SUMP elaboration and update in MED Port cities, design and implementation of pilot actions/measures and make available to different cities the material through eLearning platform and transferring events in the different cities represented in the project.

LAS NAVES

Leader of
Transferring
Activities



INSTITUTE FOR TRANSPORT AND LOGISTICS

The Institute for Transport and Logistics Foundation (ITL) is a no-profit public research body established in 2003. Its mission is to contribute to the development and promotion of the transport and logistics system in Emilia-Romagna Region (Italy), through research, consultancy and training activities. ITL develops research, pilots and study activities in cooperation not only with public authorities, supporting policies set up, implementation and monitoring, but also with business players in the following main fields: city logistics, supply chain management, logistics platforms and multimodality, sustainable mobility, transport services development and optimization, transport corridors and TEN-T networks, logistics market positioning and development, ICT for freight and passengers transport, logistics outsourcing, territorial marketing in logistics, seaport and hinterland logistics systems. ITL is very active in research activities at international level and has strong ties with a wide and international research community.

ITL took the role of Communication Manager to guide the partnership towards clear and effective communication. In SUMP, ITL has coordinated all communication-related activities, from social networks to website updates, from events to all dissemination material. Furthermore, ITL guided partners in the monitoring activities and related methodology.

ITL

Communication
Manager

5. TESTING SUSTAINABLE MOBILITY MEASURES



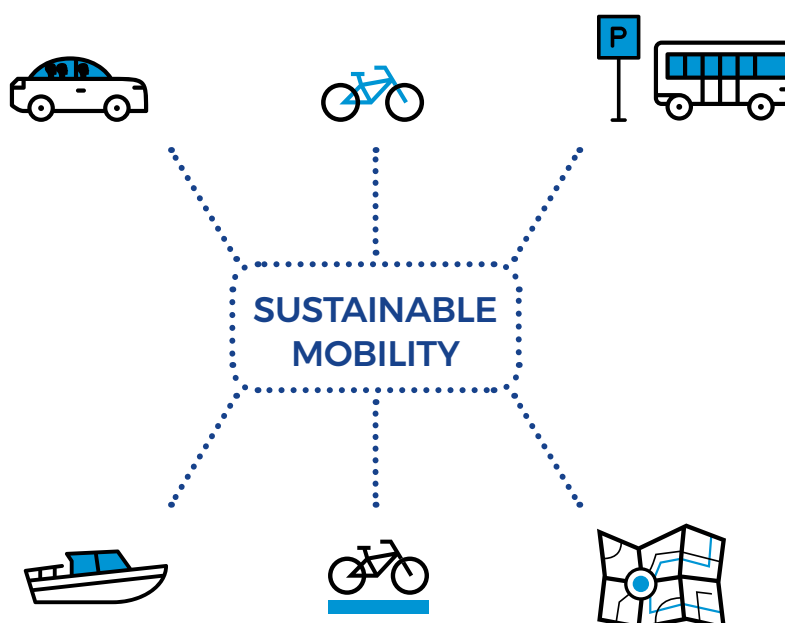
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Mediterranean cities

Six different Mediterranean cities joined the SUMPORT partnership. The countries they represent have naturally different economic, cultural and social backgrounds, different know-how and different level of uptake of sustainable urban mobility planning and relevant measures. Then, what connects them? They face similar geographical constraints set by the sea boundary; in addition, they are affected by the presence and operation of their ports, in addition they experience high levels of tourism.

The aim of SUMPORT and particularly of the “Testing” activities was to enhance the planning capacities of the cities’ staff and practitioners in sustainable urban mobility planning. Several activities contributed to this. Firstly, the opportunity to elaborate plans (SUMP), implement, test, assess and evaluate permanent, temporary or potential measures that are aligned with pre-existing plans, SUMP or relevant transport-spatial master plans. Secondly, SUMPORT organised trainings (see Chapter 6) and promoted the exchange of knowledge and lessons learnt (see Chapter 8).

We have clustered the many testing actions within SUMPORT into wider groups in the upcoming sections. They are measures implemented at a smaller scale that have temporary or permanent nature or prepared as simulation (as pre-investment study). Thus, the work done in SUMPORT goes beyond the traditional projects’ contents which have been limited so far to planning exercises, by funding the implementation of permanent measures that contribute to the realization of existing SUMP and the elaboration of new mobility plans. Testing potential measures through the demonstration of their impact on environment and quality of life means promoting SUMP and measures uptake, change of mobility patterns and reduction of car dependency in favour of active and shared modes of transport.

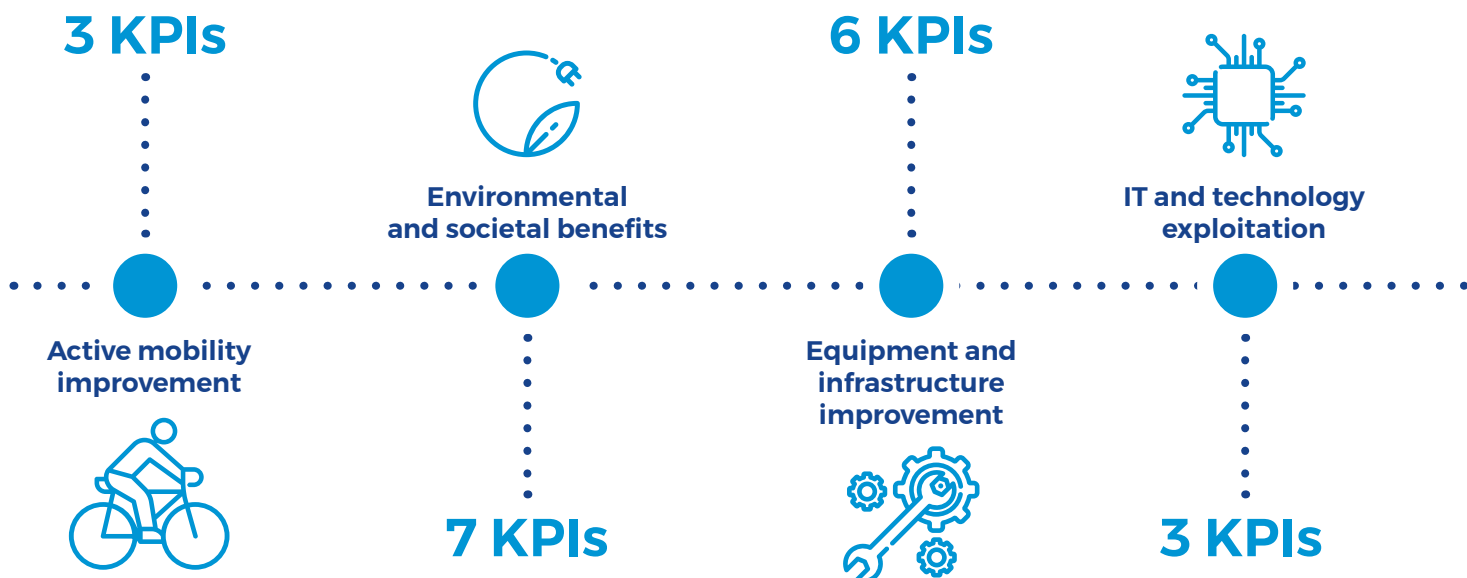


Testing potential measures means promoting SUMP and measures uptake, change of mobility patterns and reduction of car dependency in favour of active and shared modes of transport.

PLANNING, IMPLEMENTING AND EVALUATING

Well begun is half done, and in the first three months of the project the task was to set up the ground to have testing activities well prepared. Partners agreed on a joint implementation methodology of the entire set of activities and, based on this, each partner prepared within the first semester preparatory studies for each of the testing activities. Especially regarding SUMP, SUMPORT considered the Guidelines process up to the official adoption of the SUMP, i.e. the SUMP elaborated go up to the third quadrant of the planning cycle (preparation/ analysis of problems and opportunities; goal setting/ measures identified; plan elaboration/ SUMP adopted), excluding the implementation phase, for obvious reasons (project duration, funding requirements).

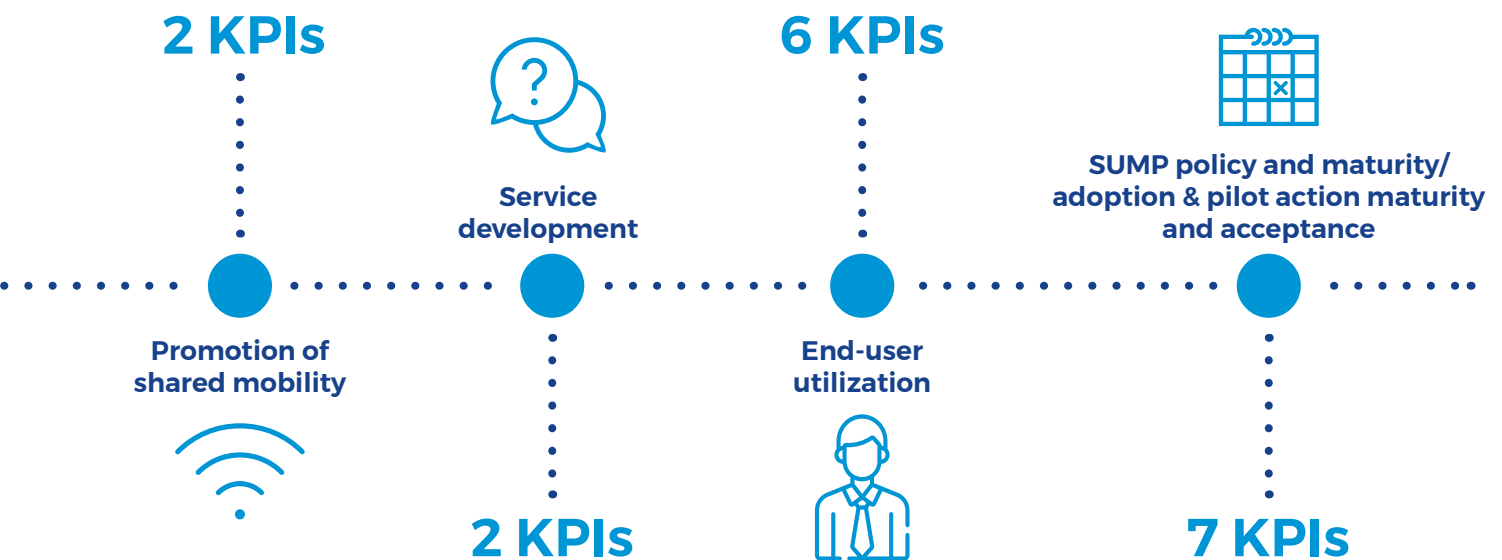
To monitor and supervise the testing activities, the partnership established a mechanism of direct communication among involved partners in order to ensure the SUMP and pilot actions appropriate elaboration/ implementation and the contribution to the evaluation of their applied procedures and results. In the evaluation of the impact of the testing activities, a series of simple,



measurable and transparent key-performance indicators (KPIs) were identified in a methodology developed for this purpose, also prepared during the first months of the project. The KPIs for evaluation referred to different areas, according to the nature of the testing activities and comprised:

- 3 KPIs for Active mobility improvement;
- 7 KPIs for Environmental and societal benefits;
- 6 KPIs for Equipment and infrastructure improvement;
- 3 KPIs for IT and technology exploitation;
- 2 KPIs for Promotion of shared mobility;
- 2 KPIs for Service development;
- 6 KPIs for End-user utilization;
- 7 KPIs for SUMP policy and maturity/ adoption & pilot action maturity and acceptance.

Based on these KPIs measurements and calculations before and after the implementation of the testing activities at specific intervals, evaluation reports were prepared, demonstrating the impact of SUMPORT testing activities and their contribution to sustainable mobility objectives.



📍 **VALENCIA** (Spain)



20 m²

parking lot



412.328
cruise passengers
in 2017



10
e-bikes

📍 **DURRËS** (Albania)



Design and construction
of a cycle path, which connected
the two integrated cycle path networks

📍 **KOTOR** (Montenegro)



2 km

section of bike path with equipment
and horizontal and vertical signage

📍 **IGOUMENITSA** (Greece)

1

FIRST PHASE
Development of a
preliminary study

2

SECOND PHASE
Data collection; analysis
of current BSS performance;
identification of interested
parties and monitoring
indicators

3

THIRD PHASE
Implementation of the
action plan, the monitoring
process and evaluation of
the actions implemented

4

FOURTH PHASE
Evaluation of the extension
of the Igoumenitsa's BSS
and dissemination
activities to the public



**BIKES LANE
BIKE SHARING**

3



new bike stations
with 6 docks each

📍 **LIMASSOL** (Cyprus)



4 km

design of bike lanes



5.1 BUILDING BIKE-FRIENDLY CITIES



VALENCIA
(Spain)



July
2018

start date of pilot



January
2019

end date of pilot

E-BIKE SHARING FOR CRUISE PASSENGERS IN THE PORT OF VALENCIA

The Port of Valencia faces many challenges due to the growing passenger traffic, which is expected to increase in the future with the development of a new cruise terminal and new ferry.

Cruise passenger traffic is a key for the Port of Valencia and this is why the port aims at improving mobility between the port and the city by implementing new solutions to facilitate cruise passenger mobility issues. In the pursuit of this objective, Fundación Valenciaport in collaboration with the Port Authority of Valencia (PAV) planned to test a pilot for the use of an E-Bikes service to be offered to cruise passenger. This service would allow cruise passengers to travel around the city and the port in a more environmentally friendly way, contributing to increase sustainable mobility and tourism in the city and port of Valencia.

In this context, a pilot action consisted in installing for 6 months (during the cruise season) an e-bike rental station near the cruise terminal. Thanks to this, cruise passengers made use of the rental service of the e-bikes per hours or per day during their stay in Valencia, having the opportunity to rent the bikes since the vessel arrival to its departure.

The company in charge of the service managed the E-bikes rental services (payment, picking, charging, etc.) and its returning before the vessel departure. Besides, to promote sustainable mobility, we also evaluated the charging system and guidance and information given to cruise passengers.

LESSONS LEARNT

The main initial obstacle for success of the initiative was the price of the e-Bikes service. In fact, cruise passengers were reluctant to hire the services due to the price. To overcome this issue, we proposed special offers and discounts. Additionally, the lack of information on board about the service prior the passengers' arrival was another reason causing the low usage of the E-Bikes service. In this regard, dissemination campaigns and contacts with the main cruise lines were done to offer the E-Bikes services on board. However, as cruise lines already offered bike tours and other mobility solutions to access the city, they had little interest in offering mobility services out of their portfolio.



IGOUMENITSA
(Greece)



April
2018

start date of pilot



July
2019

end date of pilot

**EXTENDING THE BIKE SHARING SYSTEM
IN THE CENTRE OF IGOUMENITSA**

In the framework of SUMPORT project, RUTH extended the provided services of the Bike Sharing System (BSS), consisting in 2 bike stations, by installing a third rental station and increasing the number of available bicycles.

The process for the implementation of the extension of the existing bike sharing system in the city of Igoumenitsa was divided into three stages.

The first preparatory Stage was the development of a preliminary study. The second phase concerned the following actions: data collection; analysis of the current BSS performance; identification of stakeholders and the monitoring indicators. Also, the city held public consultations and questionnaires for users, along with the analysis and the implementation of the third bike station. The third stage concerned the implementation of the action plan and the Monitoring process and Evaluation of the implemented actions. The final stage was the evaluation of extension of BSS in Igoumenitsa and the dissemination activities to the public.

The existing BSS was not operational due to damages caused by the low level of usage while most of the existing bicycles were seriously damaged, so RUTH decided to replace the existing bike stations with new modern, safe and secure stations and supply with new bikes. Therefore, SUMPORT BSS* consists of 3 new bike stations with 6 docks each. In addition, RUTH has obtained 22 bikes in order to cover the high demand usage of the system, while at the same time there will be available bikes in case of damage. The aim is the BSS to be fully operational 24/7.

LESSONS LEARNT

Involvement of potential users was essential during the design phase of the Bike Sharing System, while dissemination activities were crucial after the instalment of the system in order to increase awareness.

* igoumenitsa.cyclopolis.gr



DURRËS (Albania)

ENLARGING THE BIKE LANE SYSTEM IN DURRËS

The extension of the bike lane system in Durrës addressed the specific objectives of the SUMP of Durrës, a plan which supports and aims to increase active mobility (reference to p. 31). The pilot action consisted in the design and construction of a bicycle lane, linking the two existing bicycle lane networks. The first segment of the cyclepath is situated alongside the main road of the seaside area of Durrës. This area during summertime is very busy because of visitors and different activities alongside the main road. The second one is parallel to Railway Line alongside the new road segment, which links touristic areas with the city center. Total length of the two segments was 6.5 km.

The construction of the old segments took place as two separate projects and the coordination at the time was missing. Prior to SUMP, both segments were functioning as separate networks, creating a “gap”, which became one of the main reasons that discouraged people to reach the city center by bicycle. Now, through this pilot, citizens may use the new segment that starts from ‘Dajlini Bridge’ and ends at roundabout near to the Port Entrance. The new bike lane contributes to safe cycling, has a length of 240 m and a width of 3 m. Bicycle lane marking is made by bicomponent ink, to better indicate the bike logo. The bike lane is illuminated by led light, through columns of 5.6 metres high.

To carry out this pilot, Durrës Municipality prepared a detailed design, by taking into consideration alternatives proposed from interest group. The best alternative was chosen following a public participation process in which both Durrës Municipality staff and civil society expressed and exchanged their experiences and proposals.



**May
2018**

start date of pilot

LESSONS LEARNT

Through the implementation of the pilot, it was necessary to have a more regulated bike/bicycle network in the city of Durrës. The final aim was to better promote sustainable mobility alternatives among local residents and encourage the use of alternative means of transport.

The extension of the existing bike lane in Durrës has brought together not only the stakeholders, but also the citizens, who are aware that by enlarging the bike network in the city, it will be an opportunity in the future for safe cycling/biking.



**July
2019**

end date of pilot



KOTOR
(Montenegro)



**January
2019**

start date of pilot



**December
2019**

end date of pilot

IMPROVING BIKE LANE’S SAFETY IN KOTOR

Kotor Municipality is the responsible institution for planning and organizing local transport and mobility in the area. Kotor Municipality has already completed the Local Sustainable Mobility Plan. Kotor is committed to continue on this path, with the implementation of concrete measures to foster sustainable mobility.

Bicycle traffic in the area of Kotor is taken into consideration within the cycling route EuroVelo 8 passing through Kotor, although the project has not been implemented within the local routes of Montenegro. The existing cycle routes are passing along the Adriatic main road through the centre of Kotor. The safety of cyclists on this route is very questionable due to the high intensity of traffic. In addition, the unfavourable terrain in the area of Kotor makes it difficult to develop trails and bike lanes both for recreational use and daily use.

Thanks to SUMPORT, the City of Kotor has pursued the strategic objectives of sustainable mobility and concretely benefitted from the project by supplying the equipment and horizontal and vertical signage for bike lanes on a 2km stretch in the heart of Kotor, on the coastal road in Dobrota, through a dedicated pilot action, answering to its citizens’ needs for increased sustainable mobility options as well as helping the safety of the EuroVelo 8 stretch through Kotor’s most traffic-intensive part.

LESSONS LEARNT

Thanks to SUMPORT, the City of Kotor has pursued the strategic objectives of sustainable mobility and concretely benefitted from the project by supplying the equipment and horizontal and vertical signage for bike lanes on a 2km stretch in the heart of Kotor, on the coastal road in Dobrota, through a dedicated pilot action, answering to its citizens’ needs for increased sustainable mobility options as well as helping the safety of the EuroVelo 8 stretch through Kotor’s most traffic-intensive part.



LIMASSOL (Cyprus)



**March
2018**

start date of pilot



**November
2019**

end date of pilot

LINKING THE EXISTING BICYCLE LANES ON BOTH SIDES OF THE NEW LIMASSOL PORT

In Limassol, there is no continued and uninterrupted cyclepath between the city's New Port - which is the main passenger port of Cyprus - and the town's most important points of interest and poles of trip production / attraction. The existing cycling route network of Limassol had a gap in the eastern and western areas of the city's New Port. With the implementation of the SUMPOR project, the Municipality of Limassol aimed to design the network to close the gap, so that there would be complete planning, and proceed on with the construction of the part that connects the two ports of the city and the Marina. The presence of a tourist bus terminal was also a good reason to explore the opportunity to better connect the cycle network with different points of attraction, with the possibility to implement a system of "bus & ride".

The goal was originally to complete the bicycle lane network along the seaside to provide a secure connection of the port with the whole city by bicycle, thus providing visitors with an alternative way of transport. This was also foreseen in the SUMP of Limassol. In the framework of SUMPOR, the Municipality of Limassol was able to carry out a design study concerning 4 km of bike network. The expectation was that the new cycle path would be used firstly by all citizens of Limassol, who would be able to use the bicycle for their journeys across the coastal front of the city. The Municipality also expected that cruise ship passengers could exploit this system without using other means of transport to reach the city. The feasibility study was completed and the implementation of 2.5 km of cyclepath was carried out by the Ministry of Transport, Communications and Works.

LESSONS LEARNT

Changing attitude and moving away from cars as the main transport mean, to cycling for all the daily commuting, is not just a matter of environmental consciousness or of citizens' culture. It is also a matter of providing the necessary infrastructure to facilitate those who decide to do so. Therefore, it is the responsibility of the Municipality, and the Authorities in general, to do everything possible to enable cyclists to move quickly and safely throughout the city.

📍 LIMASSOL (Cyprus)



2

water-bus vessels



12

maritime stations

WATER-BUS SERVICE
should operate
for 7 days per week,
from beginning
of March to October



**SIMULATION
OF MARITIME
TRANSPORT**



25 km





5.2 SIMULATION OF A NEW MARITIME TRANSPORT SYSTEM



LIMASSOL
(Cyprus)

FEASIBILITY STUDY OF A MARITIME TRANSPORT SERVICE IN LIMASSOL

In Limassol there is no satisfactory connection between the New Port - and the new passenger terminal - with various parts of the city. With this simulation, we wanted to investigate the possibility of another alternative route to strengthen this connection, providing visitors and citizens with an alternative way of transport connecting the Limassol passenger Port with several points in the city. Besides, such a connection could also function as a “sea walk” that would present another image of the city, the one from the sea!

With the conditions prevailing in Cyprus, it is particularly difficult for such a service to be implemented either by the Municipality or by the State. In order to make it feasible and attractive for some private investors, we needed to justify that - beyond support and assistance to the infrastructure provided by the City - the whole project would be economically viable.

The main conclusions of the feasibility study was that a maritime transport service would be possible with two vessels and twelve maritime stations, located along the seaside front. Each station possesses its own passenger attraction area, while the stations in the edges of the water bus route are expected to have a larger influence area. The water-bus service should operate for 7 days per week, from beginning of March to October, i.e. 244 calendar days. The investment costs will include the construction costs for the maritime stations (e.g. piers, seats, electronic systems) and procurement for the vessels.

LESSONS LEARNT

Applying simulations to investigate whether an action is possible is a very good practice. It helps in decision making, and it provides opportunity for reasoning with different stakeholders and for attracting potential investors, who can take on projects and actions that local authorities on their own would be particularly difficult to do so.



**March
2018**

start date of pilot



**July
2019**

end date of pilot



VALENCIA (Spain)

6500

port workers



3000

vehicles used by port workers targeted by the app



CARPOOLING FOR PORT WORKERS

OBJECTIVE

Encourage the rational use of the car, improving public space and save fuel consumption on commuting ways

1

FIRST PHASE

Preparatory stage (meetings with Port Authority and presentation to the working group)

2

SECOND PHASE

Stage test and analysis (review of the current status, selection of test users, testing phase and follow-up)

3

THIRD PHASE

Definition of the new requirements for the app



20 km

average daily trip of one vehicle



THE MAIN OBJECTIVE

improve the sustainable mobility of workers, the use of environmental heating, reduce CO₂ emissions and noise disturbances

CARPOOLING SOLUTIONS

particularly useful for destinations with a high number of daily commuters, such as the journey home-workplace



5.3 CARPOOLING FOR PORT WORKERS



VALENCIA
(Spain)

DEVELOPMENT OF A CARPOOLING APP IN VALENCIA

The Port of Valencia updated and tested a carpooling app in the port, allowing workers of the port to share their own cars, reducing the number of vehicles with only one person on-board.

Carpooling solutions are particularly useful for destinations with a high number of daily commuters, such as the journey home-workplace. In the case of the Port of Valencia, the main target of such a service is to improve the sustainable mobility of the workers of the Port of Valencia, reducing environmental pollution, CO₂ emissions and noise disturbance. Besides, this type of measures encourages the rational use of the car, improving public space and saving fuel consumption on commuting ways.

This activity initially reviewed the CarSharing APV web application from the Port Authority of Valencia developed during the 2012-2017 SUMP. To do so, a set of test users were selected to create new profiles, routes and commuting offers/requests to identify errors and new functionalities to be implemented.

After that, we made an assessment to establish the technical requirements that the new Carpooling App should have to offer a better service. The objective behind this was to migrate from the old web-base application to a smartphone app, which is much more user friendly and facilitates the use among the port workers. Finally, the new Carpooling App for port workers was tested during a period of time and the results were assessed base on a set of KPIs previously selected.

LESSONS LEARNT

The first key aspect was to define the requirements of the carpooling service: in this part, a good definition of the requirements is crucial. Secondly, the decision of creating a new app or subcontract is also a key issue. It is necessary to ensure the quality of the service provider. Finally and most fundamentally, it is essential to raise awareness among users to share their vehicles on the way to work. In order to do this, it is necessary to invest resources to carry out an appropriate communication campaign.



January
2019

start date of pilot



December
2019

end date of pilot

📍 DURRËS (Albania)

1ST SUMP IN ALBANIA

- 1 Review of existing plans & Traffic Survey
- 2 Development of the Transport Model
- 3 Development of Plan
- 4 Participatory process
- 5 Financial Plan
- 6 Inclusion of Road Traffic & Public Safety

📍 RUTH (Greece)

SOFT MEASURES

Cooperation between RUTH, the Municipalities and the transport operator for the promotion of sustainable mobility



On-board Wi-Fi



Charging on-board dock stations for mobile devices



Infotainment services for long trips and smart ticketing

📍 VALENCIA (Spain)

- 1 Analysis of the preliminary SMP 2012-2017 of the Port of Valencia
- 2 Wayfinding study (Definition, Tender, implementation, meeting with stakeholders..)
- 3 Definition of the questionnaires and public target to update the SMP of the Port of Valencia
- 4 Data collection for update the new SMP for the Port of Valencia
- 5 Data analysis from the questionnaires
- 6 Update of the SMP for the Port of Valencia
- 7 Communication and dissemination



IMPROVED MOBILITY PLANNING



STAKEHOLDER MEETINGS



2013
Urban Mobility Plan
of Valencia

THE PROCESS INCLUDED:

- 1 Public consultation
- 2 Analysis of the transport system characteristics of the study area
- 3 Development of a common vision promoting sustainable mobility
- 4 Identification and involvement of stakeholders
- 5 Identification of the indicators
- 6 Development and evaluation of preliminary scenarios promoting sustainable mobility
- 7 Definition of the appropriate policies and measures to be implemented



5.4 IMPROVED MOBILITY PLANNING



**REGIONAL
UNIT OF
THESPROTIA**
(Greece)

HARMONISATION OF MOBILITY PRINCIPLES IN THE REGIONAL UNIT OF THESPROTIA

The objective of the particular pilot was to extend the basic principles of sustainable mobility in the Regional Unit of Thesprotia as a functional area. The extension of the basic SUMP principles to the RUTH area was a challenging task due to the fact that those principles applicable to urban areas had to be fitted to cover a larger area and in fact areas with different characteristics.

The pilot started with a preliminary study to include further activities: public consultation; analysis of the transport system characteristics of the study area; development of a common vision promoting sustainable mobility; identification and involvement of stakeholders; identification of the indicators; development and evaluation of preliminary scenarios promoting sustainable mobility; definition of the appropriate policies and measures to be implemented. The Sustainable Mobility Plan first edition was followed by the adoption of the action plan in order for the policies and measures defined in the previous stage to be implemented. The actions aimed to strengthen the transport integration in the region and increase the cooperation between the Municipalities of Igoumenitsa, Souli and Filiates. Through cooperation, a bilateral connection and communication will be developed between the local societies and the public transport operator. This way the operator will be able to understand the problems the passengers face and take appropriate actions. Soft on-board measures to improve the attractiveness of the journey were also identified as very important, for example Wi-Fi, charging dock stations for mobile devices, infotainment for long trips and smart ticketing.

LESSONS LEARNT

Cooperation among local actors and stakeholders is a prerequisite for the design and implementation of activities that promote sustainable mobility.



**April
2018**

start date of pilot



**July
2019**

end date of pilot



VALENCIA
(Spain)

UPDATE OF THE SUSTAINABLE MOBILITY PLAN OF THE PORT OF VALENCIA

To improve the mobility on the city, the City Hall of Valencia approved in 2013 the Urban Mobility Plan of Valencia. This plan encourages the most sustainable transport modes which are walking, the use of bicycle and public transportation. The Sustainable Mobility Plan (SMP) of the Port of Valencia covered the period 2012-2017 and needed to be updated, taking into consideration the new mobility trends. In this regard, the Port Authority of Valencia has a strong commitment to improve mobility within the port premises, especially for the movements of the cruise passengers that arrive to the city.

The approach followed by Fundación Valenciaport for this pilot implementation was, in a first stage, a revision of the current SMP, identifying main issues, challenges and targets and the elaboration of a wayfinding study to facilitate mobility inside the port. The second stage comprised the elaboration of the new SMP, done in collaboration with the main stakeholders of the port community through meetings, surveys, etc. The updated SMP of the Port was spread among the port community through different communication and dissemination activities aiming at improving the mobility inside and outside the Port of Valencia.

This activity has also included two specific pilot activities, the first focused on the improvement the pedestrian wayfinding signs between the main passengers' terminal and the public bus stop. The second consisted on a market place where freight transporters could work together by exchanging container rides, meaning less trip, less trucks and less emissions. This solution will allow transport companies to offer or request rides to colleague transport companies.



January 2018

start date of pilot

LESSONS LEARNT

The collaboration of all the public authorities at local level is essential to coordinate policies between the port and the city.

In addition, in order to take into consideration the current mobility patterns and identify the real problems, the participation of the entire port cluster community is key. The leadership of the managing authority (port authority) is crucial to foster the participation of the port community and to encourage port companies to support the SMP implementation. Finally, the team developing the SMP should learn planning capacities.



December 2019

end date of pilot



DURRËS (Albania)

DURRËS: THE FIRST SUMP IN ALBANIA

The traffic growth in the last 10 years and tourism development have caused many traffic problems in Durrës, especially during the summertime. These were some of the most visible needs for the Municipality to prepare and implement a SUMP aiming to improve mobility.

First of all, it was necessary to develop mobility surveys to involve the local residents in the SUMP. The surveys did not focus on the traffic volumes but on the parking spaces, intersections, as well as public perception on mobility matters.

The SUMP was prepared taking into consideration objectives already agreed in the General Local Plan. The objectives of the SUMP are the following:

- Harmonization of urban and territorial development with the road, rail, shipping, air, and public transport according to the mobility needs of persons and goods and within the Durrës Municipality area.
- Proposals for the institutional, legal and financial framework for efficient planning, management, and maintenance of the transport system of Durrës Municipality and its surroundings, as a functional area.
- Combination of the existing and planned investments, which have been assessed primarily by Durrës Municipality.
- Identification of additional investments needed in order to develop and better organize the transport infrastructure and services.
- Scenario development and identification of the most appropriate and sustainable solutions for integrated mobility.

The SUMP benefitted from the extension of the cyclepath (p. 21).

In fact, the implementation of the small investment project such as extension of the existing bicycle lane network directly contributes to the objectives of the SUMP.



November 2017

start date of pilot



June 2019

end date of pilot

LESSONS LEARNT

The SUMP is a strategic document and requires inputs from many institutions that have to provide the requested documentation. Within SUMPOR, the activity of SUMP development strengthened the cooperation among responsible institutions, by exchanging the necessary data and information on mobility.

📍 **KOPER** (Slovenia)



+30%

increase in the share of public transport (PT)



8

advanced IoT device for monitoring vehicles, cyclists and pedestrians



10

bus tracking



3

parking lot occupancy counters

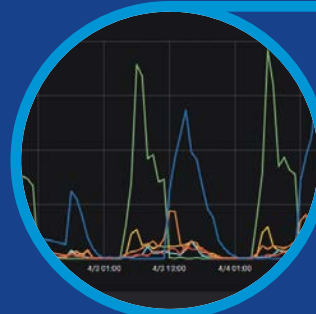
3

bigger LED display for car parking palces



38

sensors for counting traffic





5.5 BUILDING A SMART CITY

INFOMOBILITY AND CREATION OF A TRAFFIC INFORMATION CENTER

The main purpose of the pilot in Koper was to establish a system to promote sustainable mobility in the Municipality by upgrading the Traffic Information Center / PIC. Within this pilot, applications for smart devices were developed and equipment was installed on the road network and in the traffic monitoring center of Koper (permanent measures) for the promotion of mass transportation system and for better traffic and mobility management. The equipment included LED displays, bus tracking sensors, advanced IoT devices for monitoring, counters for parking lot occupancy, sensors, traffic counters, hardware components.

The PIC was established to collect and distribute data on all forms of mobility within the Municipality of Koper. Since 2009, a system for forecasting real arrivals of city buses to stops has been in place. The GPS bus tracking system, installed thanks to SUMPORT, has made it possible for users to check real-time information through online and mobile applications and tables at bus stops. The Municipality has also implemented a system for displaying information on parking lots' availability. SUMPORT contributed to the establishment of the new App MOK MOBI, dedicated to provide information for all forms of mobility (passenger cars, public passenger transport, parking, cyclists and pedestrians).

The data is collected from all the activities in the field of mobility within Koper (Public utility Koper, Bus companies Arriva and Nomago, Directorate for Infrastructure, national Traffic center) and, of course, from municipality sensors. All data is embedded in the spatial database and transmitted to the users via web and mobile applications and information boards. Statistical data processing tools have been developed to monitor, analyze and plan new transport solutions.

LESSONS LEARNT

The pilot activities significantly improved the level of knowledge of traffic conditions in Municipality of Koper. They have raised general awareness of sustainable mobility and the use of Public transport, as well as decreased the number of cars in city centre. Last but not least, these activities raised awareness on the importance of sustainable and efficient traffic management in the rest of the coastal municipalities.



KOPER
(Slovenia)



May
2018

start date of pilot



October
2019

end date of pilot

6. TRAINING IN SUMPORT

4

trainings

Overview on SUMP

VALENCIA
June 2017

The SUMP planning cycle

KOPER
December 2017

SUMP Case studies and best practices

IGOUMENTISA
June 2018

SUMP policy measures for sustainable urban mobility

BARCELONA
November 2018

All trainings are available on the e-learning platform and SUMPORT website.

The main strategic objective of the project being the promotion of SUMP as key tools for the decarbonisation of urban areas, participating MED port cities have been given the opportunity to enhance their planning capacities through the participation in dedicated training seminars organized in the framework of the project.

The training programme was devised in four sessions aimed at providing public officials and local practitioners with the basic knowledge to successfully complete a SUMP planning cycle. Training materials and recordings of the training sessions are available on SUMPORT website and on the MEDmobility e-learning platform.

The first training session (Valencia - June 2017) focused on the pivotal role of Sustainable Urban Mobility Plans in the framework of European transport policies, while providing participants with extensive insight into the SUMP concept applied to the different local contexts, frameworks and challenges. Moreover, trainees were extensively informed about the technical and financial support provided by the EU.

The second session (Koper - December 2017), provided participants with an overview of the SUMP planning cycle as well as several concrete examples of SUMP development and implementation. This session allowed consolidating the perception of the importance of integrated and strategic urban planning.

The third session (Igoumenitsa - June 2018) focused on detailed analysis of the planning process, with particular regards to the definition of objectives, the development of the participatory processes, the key technical milestones of SUMP development as well as the monitoring and evaluation. Good (and bad) practices in specific phases of the planning process were discussed through the presentation of case studies, while participants have been requested to highlight their own experiences.

The fourth session (Barcelona- November 2018) presented the available tools and approaches to select the best integrated policy measures in a SUMP. An overview of possible interventions was presented from the classification developed and adopted under the CIVITAS program, which since 2002 represents the largest initiative of the European Commission on sustainable urban mobility. The Urban Transport Roadmaps tool was also introduced to help participants to better assess their plans. An extensive Q&A session completed the training programme, with participants having the opportunity to integrate their knowledge on very specific issues.

7. E-LEARNING PLATFORM



MobilityMed.eu

The website MOBILITYMED (mobilitymed.eu) was developed by SUMPORT as a platform to share the results and materials of the Urban Transport Community (see Chapter 2).

Each project under the Urban Transport Community responds to different needs of the territories, but the eight projects share the commitment to tackle common challenges, such as congestion and pollution. To reduce the negative impact of these issues in the Region, different measures were elaborated and implemented by modular projects. These include mobility networks, smart mobility systems, measures to tackle traffic congestion generated by tourists' mobility and renewal of traffic axis in more than 30 Mediterranean cities.

120 partners - involved in the Urban Transport Community- identified good practices and could share useful lessons learnt: these experiences are valuable for present and future actions on urban sustainable mobility.

The MOBILITYMED website provides access to all relevant methodological and practical materials elaborated by the different projects of the Urban Transport Community. It includes studies, guidelines and pilot actions on sustainable mobility management, whose results can be replicated in other territories.

The website is a valuable tool for local authorities, policy makers and planners dealing or interested in sustainable mobility issues.

A friendly-user layout and structure were designed to enable users to access all available materials and finding useful instruments easily. The website can be browsed focusing on different categories depending on the user's interests and needs: by challenge (looking for specific measures already implemented to tackle specific issues); by solution (to explore the pilot actions and tools implemented by projects); by city (to focus on the territorial approach or through the projects activities).

Through an interactive map, it is possible to access to main pilots implemented in the cities involved in the projects.

The content of the website is also in line with the Handbook on Sustainable Mobility in Med Area developed by MOBILITAS project and complementary to some of the content available on med urban tools elaborated by GO SUMP, as an effort carried out by SUMPORT and the Urban Transport Community.

The final objective of MOBILITYMED website is to improve the quality of urban sustainable mobility by bringing together and making the results accessible, as an open capacity-building tool.

8. SHARING OUR EXPERIENCE



The SUMPORT project aimed to transfer results and practices learnt during the project to a wider MED audience to ensure a leverage effect in all MED area.

WHY DID WE SHARE OUR EXPERIENCE?

SUMPORT increased the planning capacities of the involved cities and the measures developed within the project could serve as good practices to cities facing similar issues developing sustainable urban mobility plan.

The results portability will help other MED Port cities to overcome some of the difficulties faced by SUMPORT partners, saving time and resources and making possible a smooth approach to sustainable mobility actions and SUMP development. So, first-hand experience from peers can inspire nearby MED Port cities to develop sustainable mobility strategies and actions.

WHAT IS IMPORTANT TO SHARE?

Quoting the expression “Walk a mile on my shoes”, it is important for SUMPORT cities to remember where they were at the beginning of their sustainable mobility journey, as the target cities for transferring will have to walk a similar walk. Therefore, we asked our cities to keep in mind: what do the cities need the most? From a city’s perspective, being able to deal with uncertainty and lower the risk are always good news for decision makers to endorse any project. Some of the practical experience we shared:

- Possible issues, such as: initial threats and risks, barriers and constraints and pitfalls to avoid;
- Lessons learned: What could we change if we had to do it again? What would you advise others to pay attention to, if they plan to implement such activity?
- Benefits: How to get endorsement & engagement?, Perception/satisfaction by target group and stakeholder and Opportunities for SUMP.

WHO CAN LEARN FROM OUR EXPERIENCE?

The beneficiaries are the Urban Transport Community and MED Port cities promoting sustainable mobility and planning to develop or implement a SUMP.

HOW DID WE SHARE OUR EXPERIENCE?

We shared our experience in different ways:

- Organisation of local events with decision makers and practitioners for learning implemented experiences on SUMP’s development or integration;
- Support transferring or results through e-learning platform promotion among the practitioners, decision makers and citizens in partners’ territories and beyond.

REFERENCES

“Guidelines for assessing the Transferability of an Innovative Urban Transport Concept” (February 2011, www.niches-transport.org, www.osmose-os.org)

FINAL WORDS



SUMPORT project has been running for three years, and in this period of time I had the privilege to collaborate with a number of knowledgeable and committed partners. I am grateful to all of them for their dedication, and for the chance of learning a lot regarding their cities in terms of mobility and sustainability.

The project has been designed to address an innovative subject, which is represented by the interaction between the port and the city in its less obvious aspects: SUMPORT did not have the ambition to tackle macroscopic problems, such as decarbonisation of sea transport or the impacts of freight flows ashore, but rather to promote a series of supportive actions that allow better integration between two sometimes completely detached worlds, ports and cities, thus contributing to mitigating negative repercussions of what is otherwise a key industry.

This is where, owing to the commitment of participating MED port cities, SUMPORT did have an impact: we supported sustainable mobility within the port of Valencia, for both workers and tourists; we did enhance alternative mobility solutions for citizens that are somehow affected by port operations in Igoumenitsa and Koper; we did contribute to enhance sustainable mobility around the port and along the coastline in Limassol; we did create sustainable transport alternatives in emerging cruise destinations, such as Kotor and Durës, where we also facilitated the development of the first SUMP in Albania. Developing the same measures without participating in a transnational project would indeed have been possible, but more risky: by working together, we learned from each other's experience and mistakes, and we improved our skills and capacities, setting the grounds for future collaborations with the aim of making our cities even more liveable and environmentally friendly!

Peter Canciani

SUMPORT Coordinator and Project Manager

A handwritten signature in black ink, appearing to read 'Peter Canciani', written over the printed name and title.

PROJECT PARTNERS



CENTRAL EUROPEAN INITIATIVE

Peter Canciani
Olga Izquierdo Sotorrío
Slavena Radovanovic



INSTITUTE FOR TRANSPORT AND LOGISTICS

Eleonora Tu
Anna Giarandoni
Laura Nubile
Claudia Sciommeri



DURRËS MUNICIPALITY

Ina Xhakoni
Floreta Kertusha
Emiriana Sako



CITY OF KOTOR

Nađa Radulović
Lena Pasinovic
Vladan Barovic



FUNDACIÓN VALENCIAPORT

Salvador Furió Pruñonosa
Carles Pérez Cervera
Carolina Navarro Correcher



LAS NAVES

Ángel Navarro
Javier Ibáñez
Jose Antonio Fuentes
Julián Torralba



MUNICIPALITY OF KOPER

Ivana Štrkalj
Pia Primec



ARISTOTLE UNIVERSITY OF THESSALONIKI

Marios Miltiadou
Georgios Mintsis
Christos Taxiltaris
Socratis Basbas
Antonia Tsoukala
Anastasios Filaktakis
Evangelia Panousi



Region of Epirus
Regional Unit of Thesprotia

REGION OF EPIRUS REGIONAL UNIT OF THESPROTIA

Thomas Logothetis
Melina Kokori
Dimitrios Drizis



LIMASSOL MUNICIPALITY

Evri Chrysostomou
Stelios Stylianidis

ASSOCIATED PARTNERS

Igoumenitsa Port Authority (GR), Durrës Port Authority (AL), Autoridad Portuaria de Valencia (ES), Cyprus Port Authority (CY), Luka Koper, port and logistic system, d.d. (SLO), Port of Kotor (MNE)

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 <https://sumport.interreg-med.eu>



Lead Partner contacts

CEI - Peter Canciani
canciani@cei.int

Communication contacts

Institute for Transport and Logistics
bologna@fondazioneitl.org

