

WELCOME BY LEAD PARTNER: RONALD JUHRS (LVB)



TAKING
COOPERATION
FORWARD

 LOW-CARB Online Exploitation Workshop, 25.06.2020

 **The LOW-CARB Project: An Introduction**

 Wolfgang Backhaus, Rupprecht Consult

AGENDA

EXPLOITATION WORKSHOP

AGENDA: 25 JUNE 2020

This is a preliminary agenda and is still subject to change.

LOW-CARB

- 09:00 WELCOME BY LEAD PARTNER**
Ronald Juhrs, CEO of LVB
- 09:05 INTRODUCTION TO LOW-CARB AND PRESENTATION OF WORKSHOP OBJECTIVES**
Wolfgang Backhaus, Rupprecht Consult
- 09:15 LOW-CARB PRODUCTS ON THEIR WAY TO IMPLEMENTATION:**
- Master concept for PT development in the Leipzig North Area
(Carsten Schuldt, LVB)
 - Selected measures from the Brno SUMP Action Plan
(Kateřina Nedvěďová, City of Brno)
 - Integration of the new battery electric line with the trolleybus electric fleet in Parma
(Davide Mezzadri, TEP)
 - Finding ways to make the Skáwina hybrid bus line permanent
(Maciej Zacher, City of Skáwina)
 - [Cargo] Bike-Sharing in Kraków
(Lukasz Franek, ZTP Kraków)
 - Smart bus station in Koprivnica
(Nebojša Kalanj, City of Koprivnica)
 - Selected measures for company-based mobility management in Szeged
(Ádám Németh, SZKT)
 - Achieving sustainability for the central European SUMP competence centre
(Maja Mutavdžija, University North)
 - Optimizing the usage of the SUMP Self-Assessment Tool for central Europe
(Marlene Damerau, Rupprecht Consult)
- 10:30 10 MIN BREAK**

EXPLOITATION WORKSHOP

AGENDA: 25 JUNE 2020

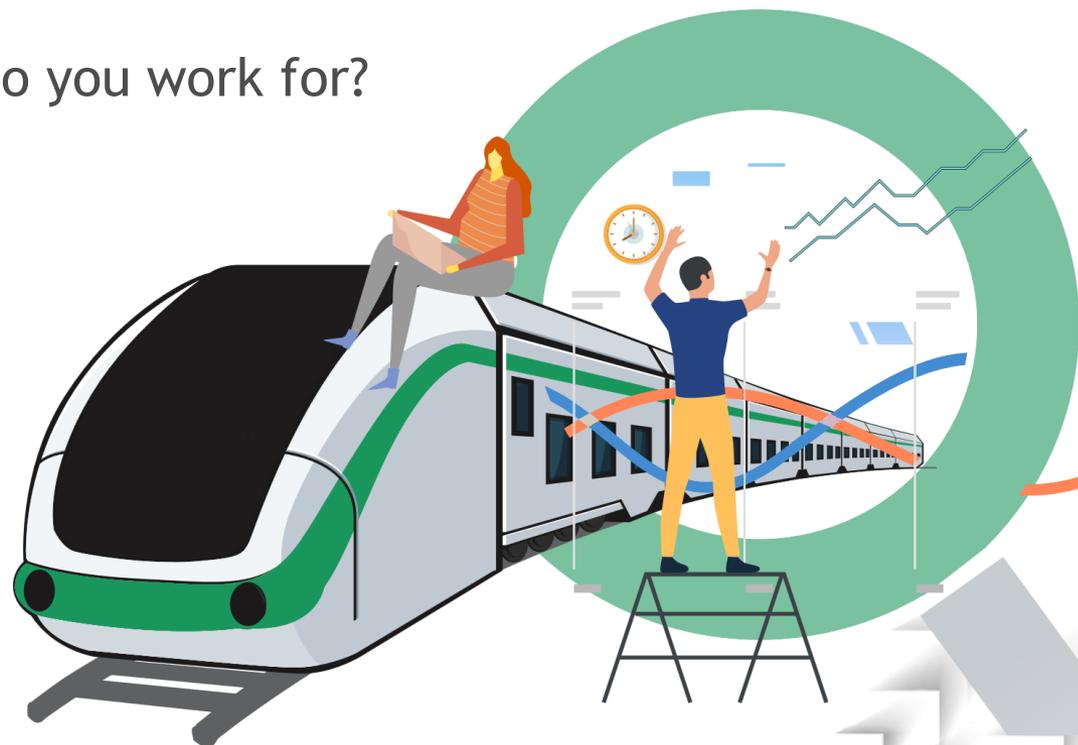
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LOW-CARB

- 10:40 TARGETED ADVICE: OPPORTUNITIES FOR TECHNICAL ASSISTANCE PROVIDED BY THE EUROPEAN INVESTMENT BANK**
Joachim Schneider, European Investment Bank
- 11:00 LESSONS ON INNOVATION PROCUREMENT**
Doris Scheffler, ZENIT
- 11:30 15 MIN BREAK**
- PARALLEL BREAKOUT MATCHMAKING SESSIONS**
- active and creative participation by all
- 11:45** • SESSION A: Co-creating the micro-mobility hub in Leipzig Nordraum
(moderation: Carsten Schuldt and Christian Jummerich, LVB; Robert Schillke, MDV)
- 11:45** • SESSION B : Smart multimodal mobility station in Koprivnica
(moderation: Nebojša Kalanj, City of Koprivnica)
- 12:00** • SESSION C & D (MERGED): Creating synergies and usage opportunities for the SUMP Self-Assessment Tool and the Central European SUMP Competence Centre
(moderation: Marlene Damerau, Rupprecht Consult)
- 11:45** • SESSION E: How to achieve the safe last mile for school children in Skawina?
(moderation: Maciej Zacher, City of Skawina)
- 12:45 WRAP-UP AND FINAL COMMENTS**
- 13:00 END**

Poll 1:
Where are you joining us from today?

Poll 2:
What type of organisation do you work for?



LOW-CARB: Capacity building for integrated low-carbon mobility planning in functional urban areas

Programme Specific Objective:

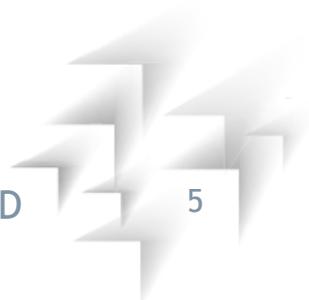
To improve capacities for mobility planning in functional urban areas to lower CO₂ emissions

Project Main Objective:

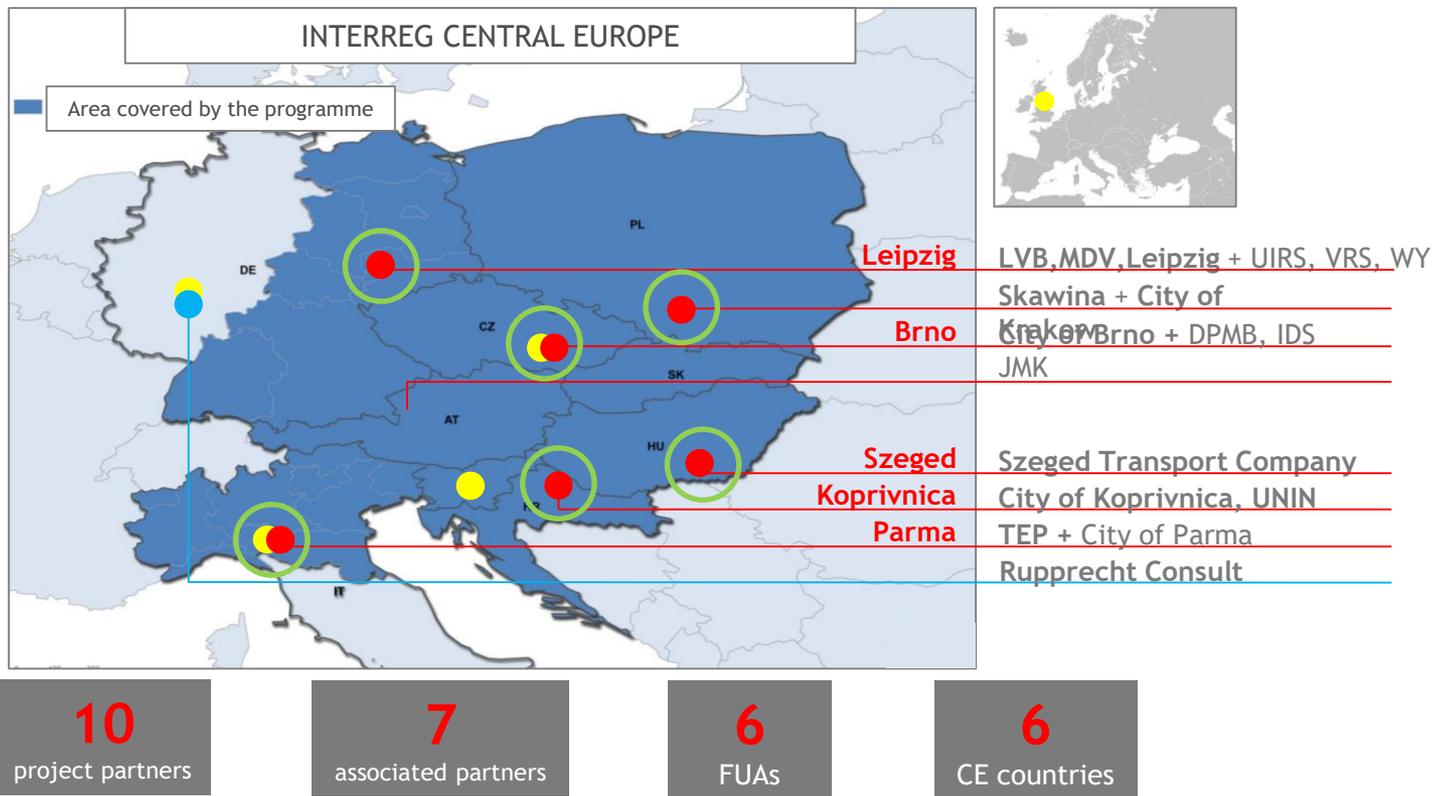
LOW-CARB project aims to enhance capacities for integrated low-carbon mobility planning for functional urban areas in Central Europe.

Project Specific Objectives - with a focus on public transport:

- *Integrated low-carbon mobility planning* for functional urban areas
- *Capacity building* for integrated low-carbon mobility planning in FUAs
- *Pilot actions* for low carbon mobility in FUAs

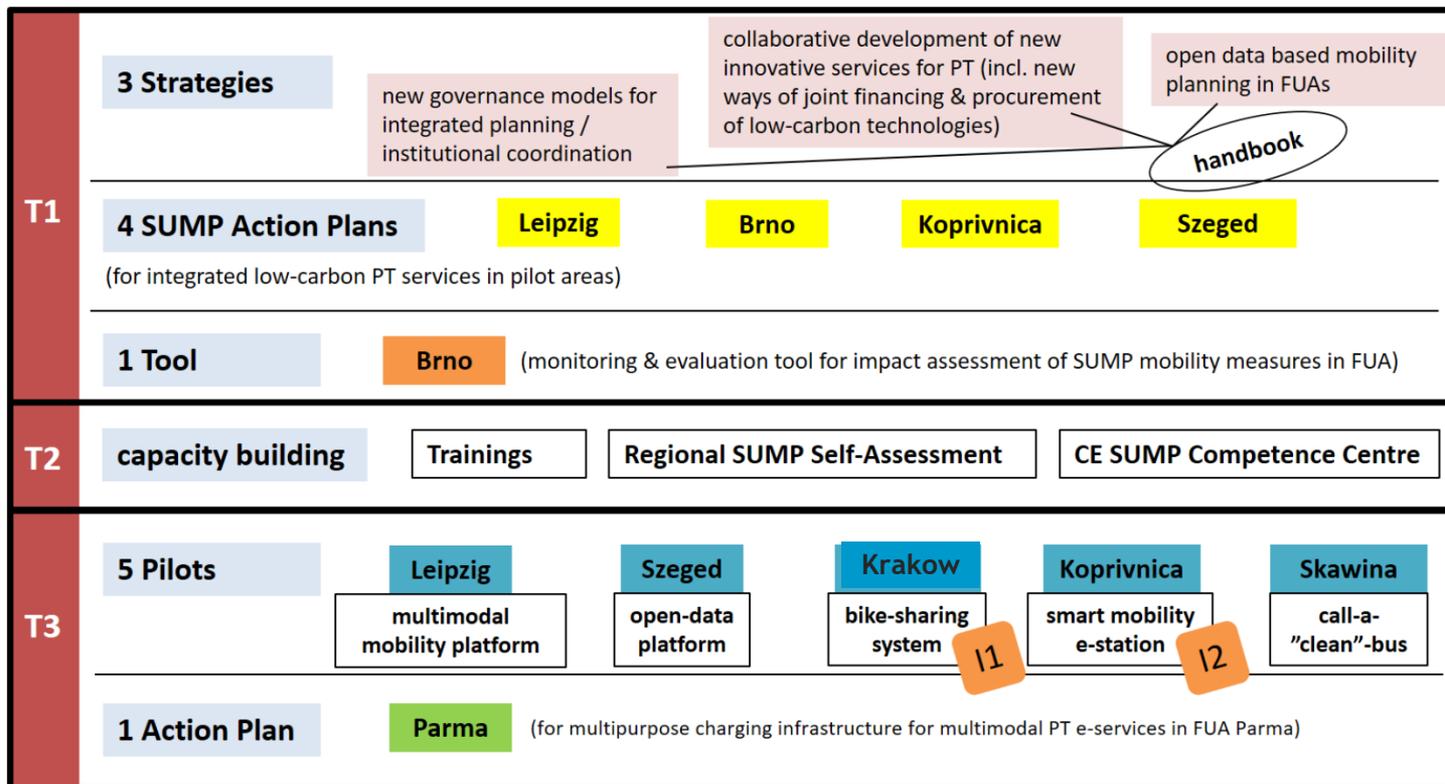


INTERREG CE PROJECT LOW-CARB: MAP OF PARTNERS



INTERREG CE PROJECT LOW-CARB:

WORK PACKAGE STRUCTURE



WHERE ARE WE IN THE SUMP PROCESS?



OBJECTIVES OF THE EXPLOITATION WORKSHOP

- Enhancing the project's impact by exploiting more results/outputs
- Encouraging collaboration between investors / financiers / entrepreneurs and our partners to activate financing and/or knowledge (networks, advice, information) flows
- Market creation for mobility solutions providers
- Connecting interested parties with our project partners



Thank you!



Ronald Juhrs (LOW-CARB)
Leipziger Verkehrsbetriebe (LVB) GmbH

Wolfgang Backhaus

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 **LOW-CARB Products on their way to implementation**

 *LOW-CARB Partners*

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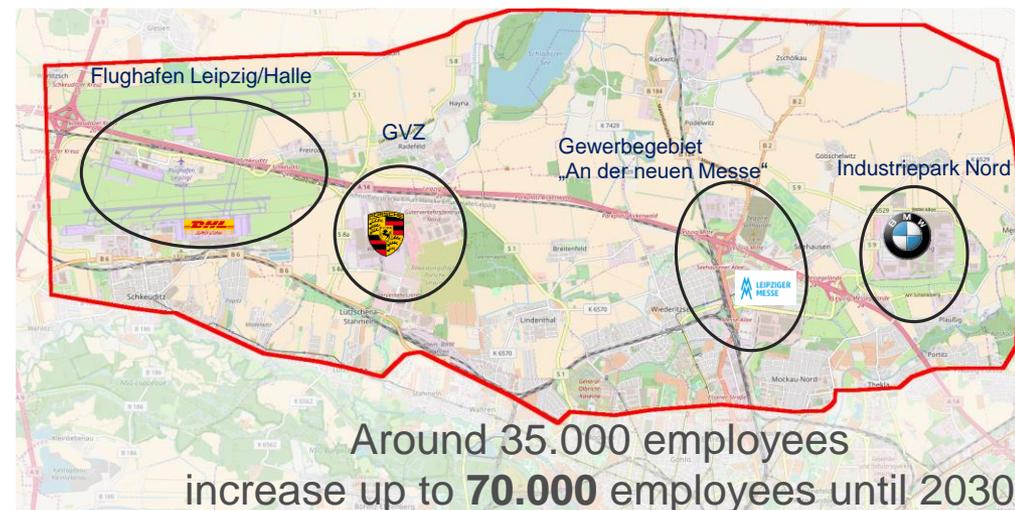
Co-creating the micro mobility hub in Leipzig Nordraum



R. Schillke (MDV), C. Jummrich (LVB), C. Schuldt (LVB)

Challenges

- Flexible shift times in companies
- Traffic capacity bottleneck during peak hours
- Low demand in off-peak hours
- Problem of the „last mile“
- Traffic connections with change-overs and long times



GENERAL GOALS

Masterplan with actions dealing with



High share of eco-friendly modes of transport



Fulfillment of employees mobility needs



CO₂-reduction



Prevention of gridlock

Realisation step-by-step after finishing LOW-CARB-project:



MASTERPLAN ACTIONS

Global 12 Actions

Communication
 6 Actions

Cooperation Companies
 2 Actions

Supporting Measures
 4 Actions

Train 10 Actions

RE-Stop
 1 Action

Shift Trains
 3 Actions

Capacity Increase
 2 Actions

Commuter Train Stops
 4 Actions

Public Transport 36 Actions

Optimisation Bus Services
 13 Actions

On-Demand Service
 9 Actions

Extra Bus Service
 6 Actions

Extension PT interchange
 3 Actions

Tramway Extension
 3 Actions

Review Premium Transport Services
 2 Actions

Active Mobility 28 Actions

Promotion Walking/Cycling
 7 Actions

Sharing Services At Train Stations
 6 Actions

Extension Walking/Biking Infrastruc.
 11 Actions

Intermodal Mobility Hubs
 2 Actions

Park/Bike&Ride
 2 Actions



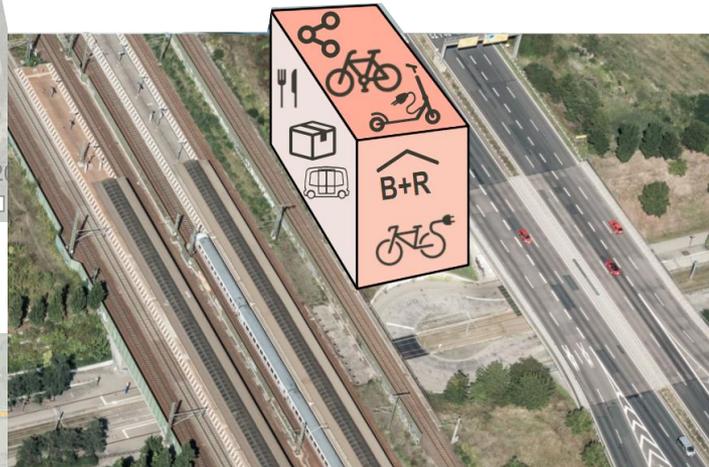
ACTIONS (EXAMPLES)



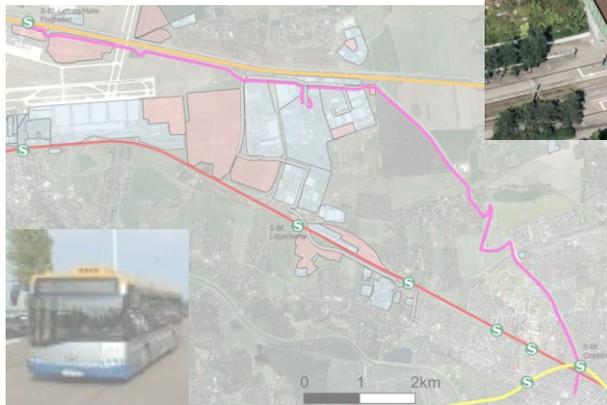
Train Stop



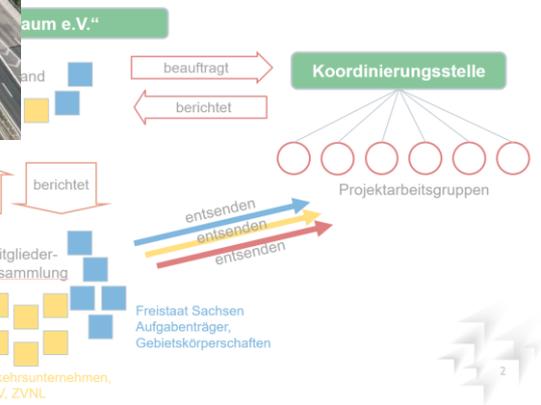
Tramway Extension



Micro Mobility Hub



Bus Prior to Train Stop



Governance Strategy



THANKS FOR YOUR ATTENTION



Robert Schillke
Mitteldeutscher Verkehrsverbund (MDV) GmbH



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 **Selected measures from the Brno SUMP Action Plan**

 *Katerina Nedvedova / SMB / City of Brno*

LOW-CARB EXPLOITATION WORKSHOP

Short project
presentation -
local level

Highly prioritized
measures we
want to
implement after
LOW-CARB

What keeps us
from
implementing?

Our support
needs

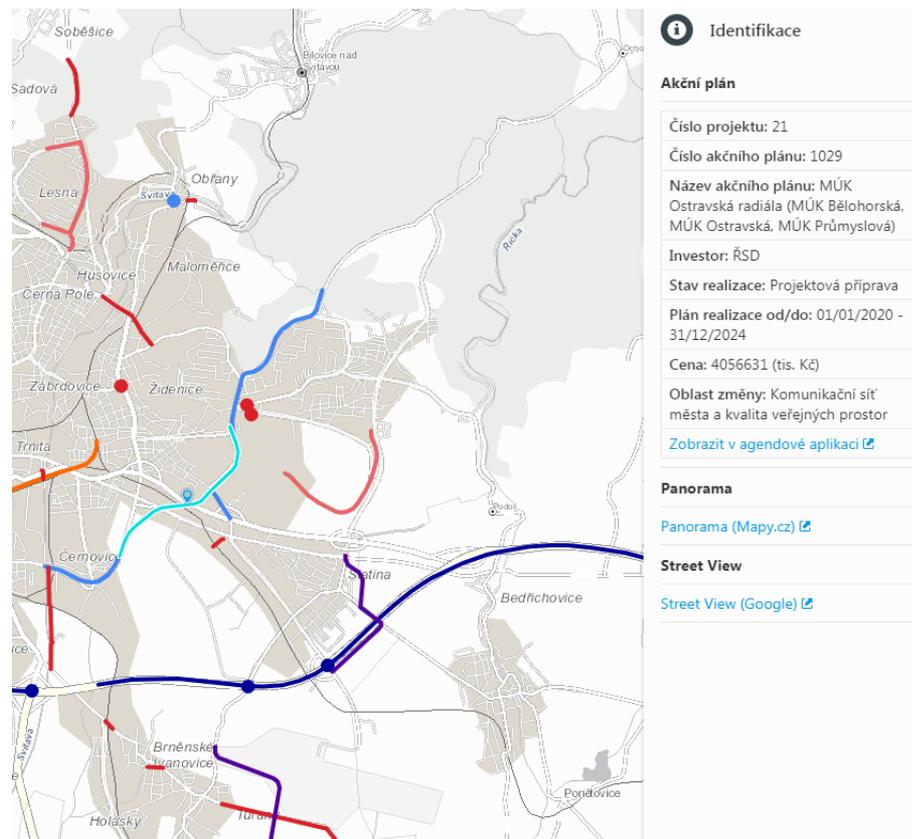


LOW-CARB EXPLOITATION WORKSHOP

Short project
presentation -
local level



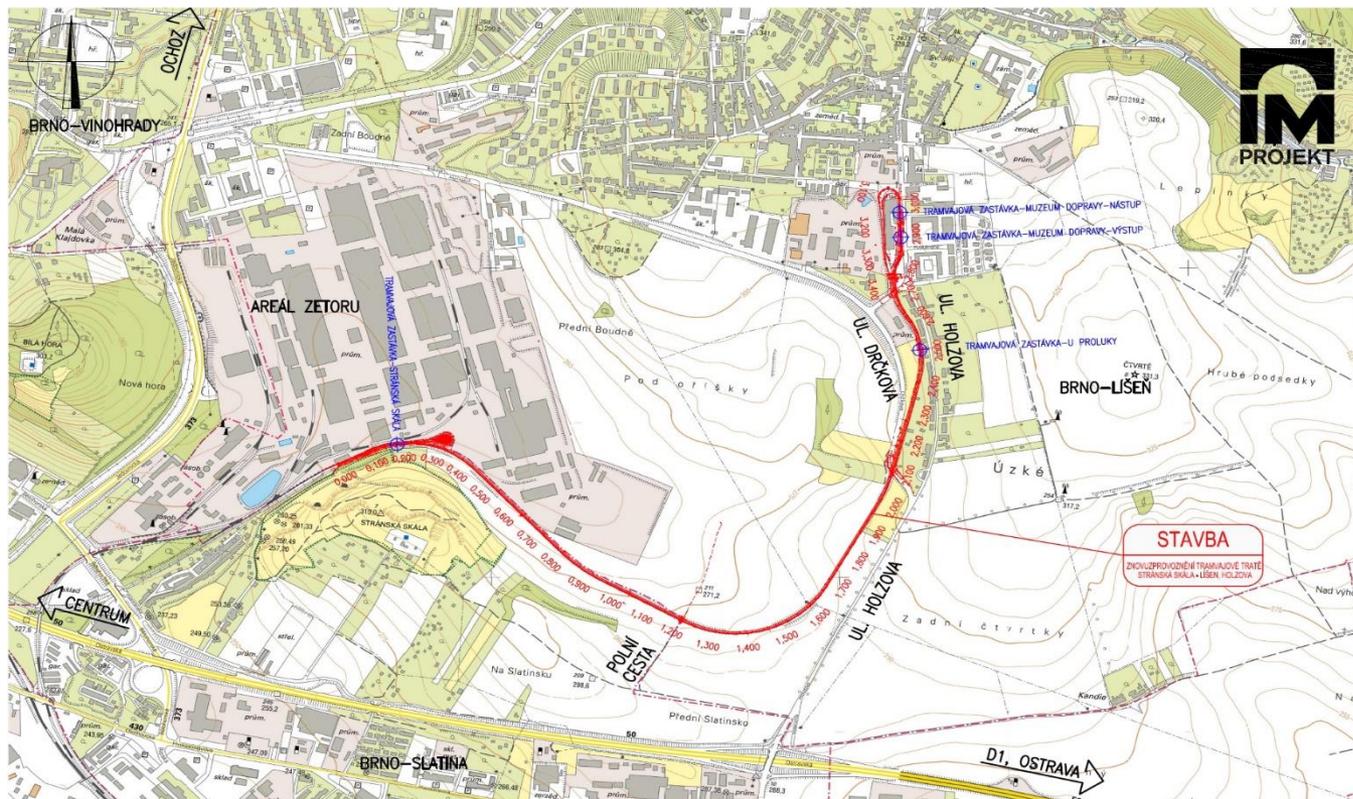
- Development of SUMP monitoring tool
 - ✓ Measures from Action Plan a stack of SUMP measures
 - ✓ Better monitoring, coordination and involvement of stakeholders -> clearer responsibility and financing
 - ✓ Simplify sharing information



Highly prioritized
measures you
want to
implement after
the end of LOW-
CARB



- Extension of tram lines to Stránská skála - Líšeň, Holzova
- Creation of P+G
- Measuring points on cycle paths



What keeps us
from
implementing?



- Financial - possibility of funds
- Property - purchase of land
- Selection of places - feasibility study
 - Creation of P+G
 - Measuring points on cycle paths



Which support do
you need for
which step?



- Support of politicians
- Involvement of stakeholder, local inhabitants
- Financial things



Thank you for your attention.

Katerina Nedvedova

(SMB - City of Brno, nedvedova.katerina@brno.cz, +420542174536)



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 *Katerina Nedvedova / SMB / City of Brno*

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 **Integration of new e-mobility offers and services into the existing electric PT infrastructure**

 *Davide Mezzadri, TEP spa, Parma, Italy*

LOW-CARB EXPLOITATION WORKSHOP

Short project presentation - local level

Highly prioritized measures we want to implement after LOW-CARB

What keeps us from implementing?

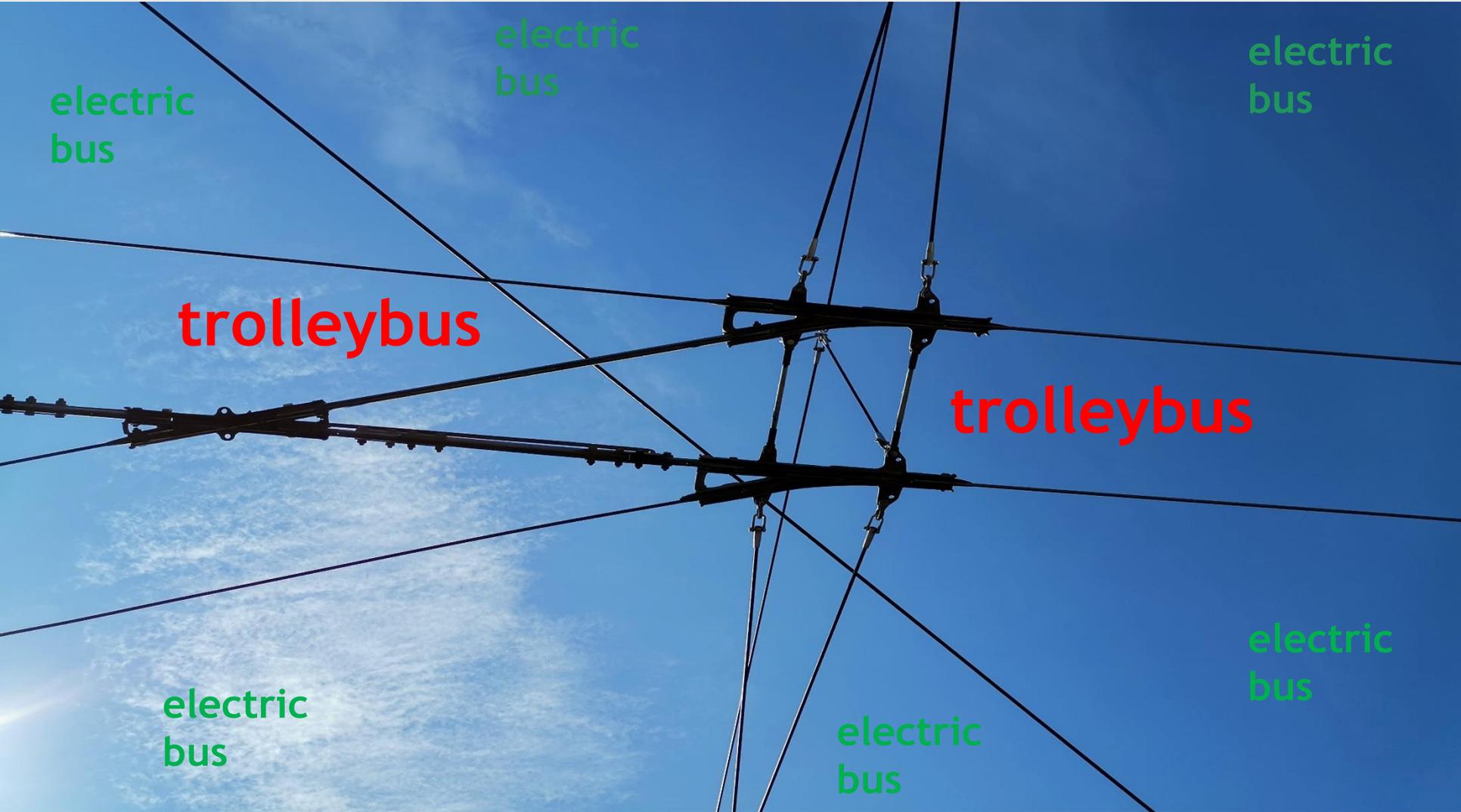
Our support needs



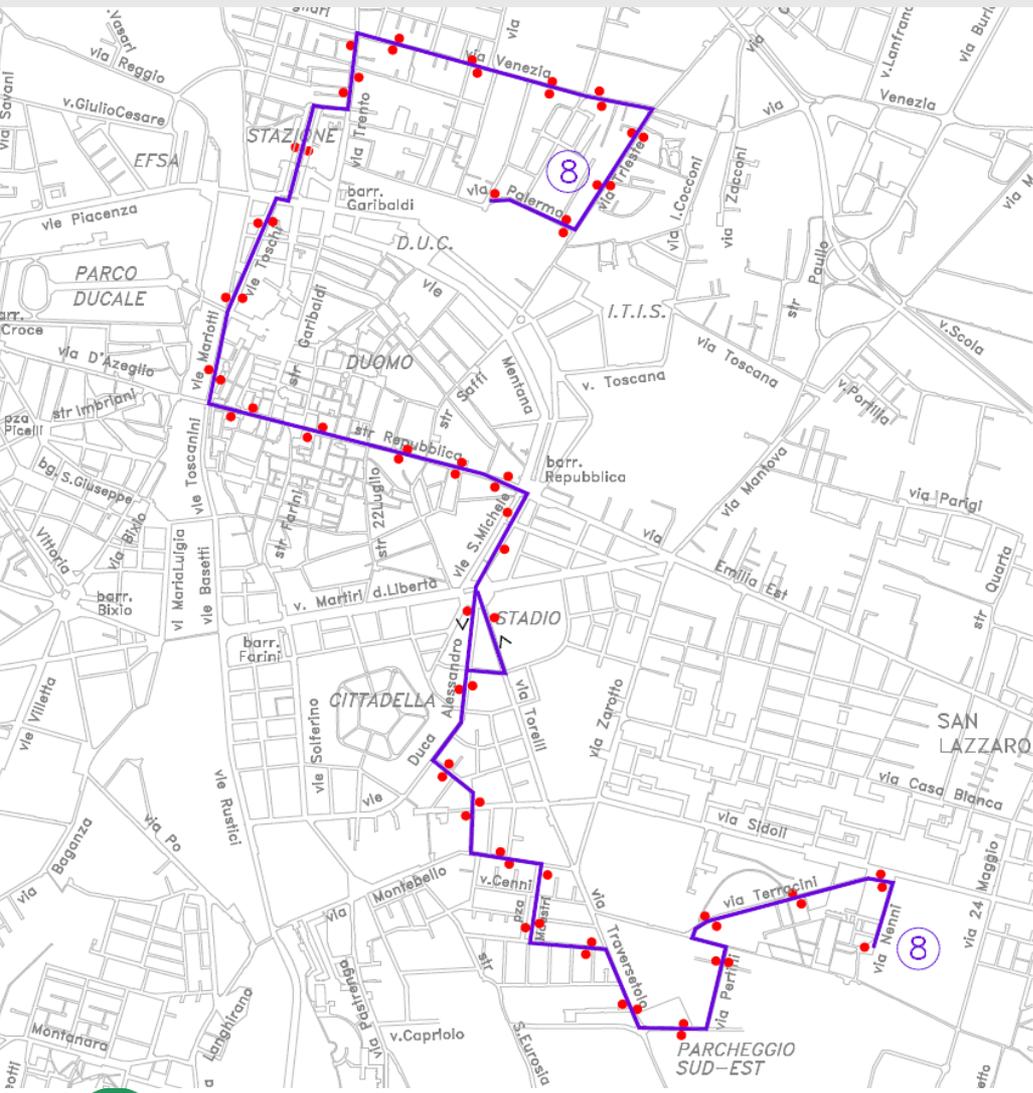
Short project
presentation -
local level



LOW-CARB EXPLOITATION WORKSHOP



LOW-CARB EXPLOITATION WORKSHOP



time [minutes]	route	stop time [minutes]	length [Km]	speed [Km/h]
36	via Palermo - via Nenni	6	9,46	15,8
36	via Nenni - via Palermo	6	9,46	15,8



37 kWh charge at the terminus in 5 minutes.

3 power modules of 150 kW each is needed.

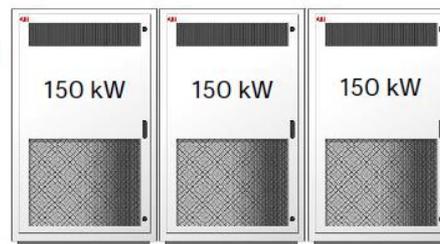
Opportunity charging

Reliable, scalable, based on industry standards



- Industrial quality power cabinet
- 150kW, 300kW & 450 kW modular
- Redundancy per each 150kW module
- 200-920 V_{DC}
- Galvanic isolation
- Remote management

- Automated connection system
- High power DC transfer to bus
- Wireless communication to bus
- Based on
 - EN/IEC 61851-23
 - ISO/IEC 15118
- **OPR**charge compatible



LOW-CARB EXPLOITATION WORKSHOP



The main goal is the reduction of emissions.

COMPARISON ON POLLUTING EMISSIONS					
Total annual consumption (kWh)	10	1134000	Total annual consumption (l)	10	391230
Total emission of CO ₂ (0,35 kg/kWh)		396900	total CO ₂ emission (2,65 kg/l)		1036759,5
SAVING CO₂ TONS PER YEAR		639,85			
NO _x emissions from thermal power plant (0.48g / kWh) (*)		544320	urban bus NO _x emissions between 15-18t (7,991g / km) (**)		4530897
SAVINGS OF Kg OF NO_x PER YEAR		3.986,57			
PM ₁₀ emissions from thermal power plant (0.054g / kWh) (*)		61236	PM ₁₀ city bus emissions between 15-18t (0.173g / km) (**)		98091
SAVINGS OF Kg OF PM PER YEAR		36,85			



Highly prioritized
measures you
want to
implement after
the end of LOW-
CARB



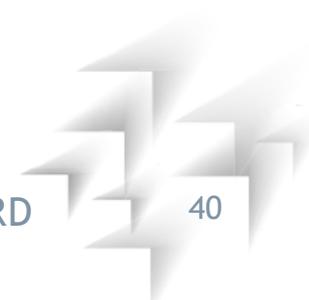
We want to increase kilometers with electric

We want to increase recharging at bus stops

We will test the integration between new e-mobility and the existing electric infrastructure



What keeps us
from
implementing?



The high costs of electric buses

The high costs of the recharging systems

The mobility plan is in progress



Which support do you need for which step?



increase events about the electric systems in
transport public

increase funds for investments in electric
buses



Thank you for your attention.



Poll 3:

Which electric public transport system is operated in your city?

Poll 4:

Which electric bus system is operated/ tested in your city?



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Keeping the dream alive...



Maciej Zacher / Municipality of Skawina / Skawina, Lesser Poland, Poland

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Short project presentation - local level

Highly prioritized measures we want to implement after LOW-CARB

What keeps us from implementing?

Our support needs



Short project
presentation -
local level



The main goal of the project

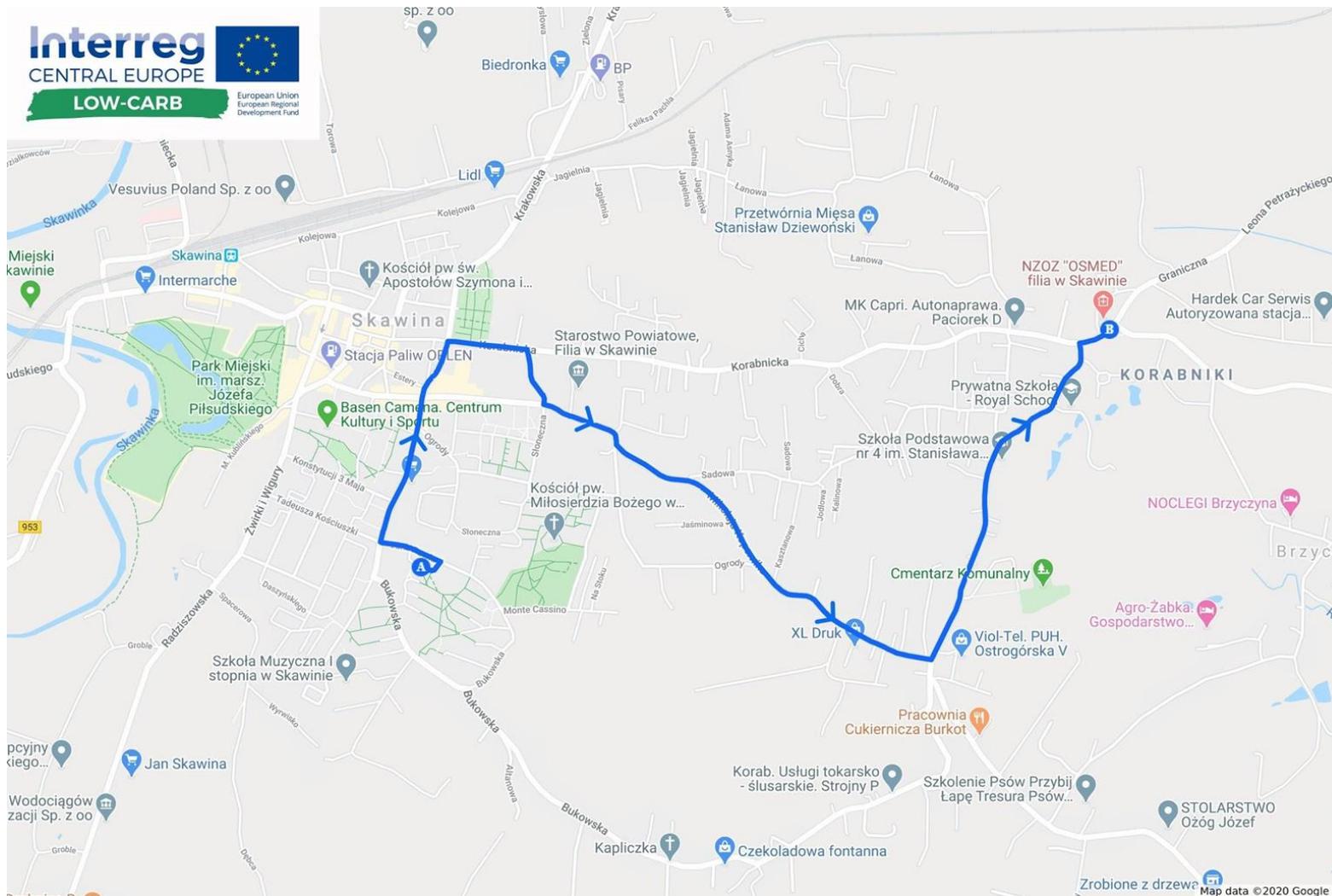
- The very first internal low emission bus line in Skawina
- connects main points of interest in Skawina e.g. main market, cemeteries, hospital, biggest settlements, Skawina Mobility Hub
- acts as a feeder to the Rapid Metropolitan Rail
- acts as a school bus connecting all the primary schools in town
- utilises high quality low emission vehicles (hybrid)
- runs frequently
- is free of charge to all the users
- 6 months testing



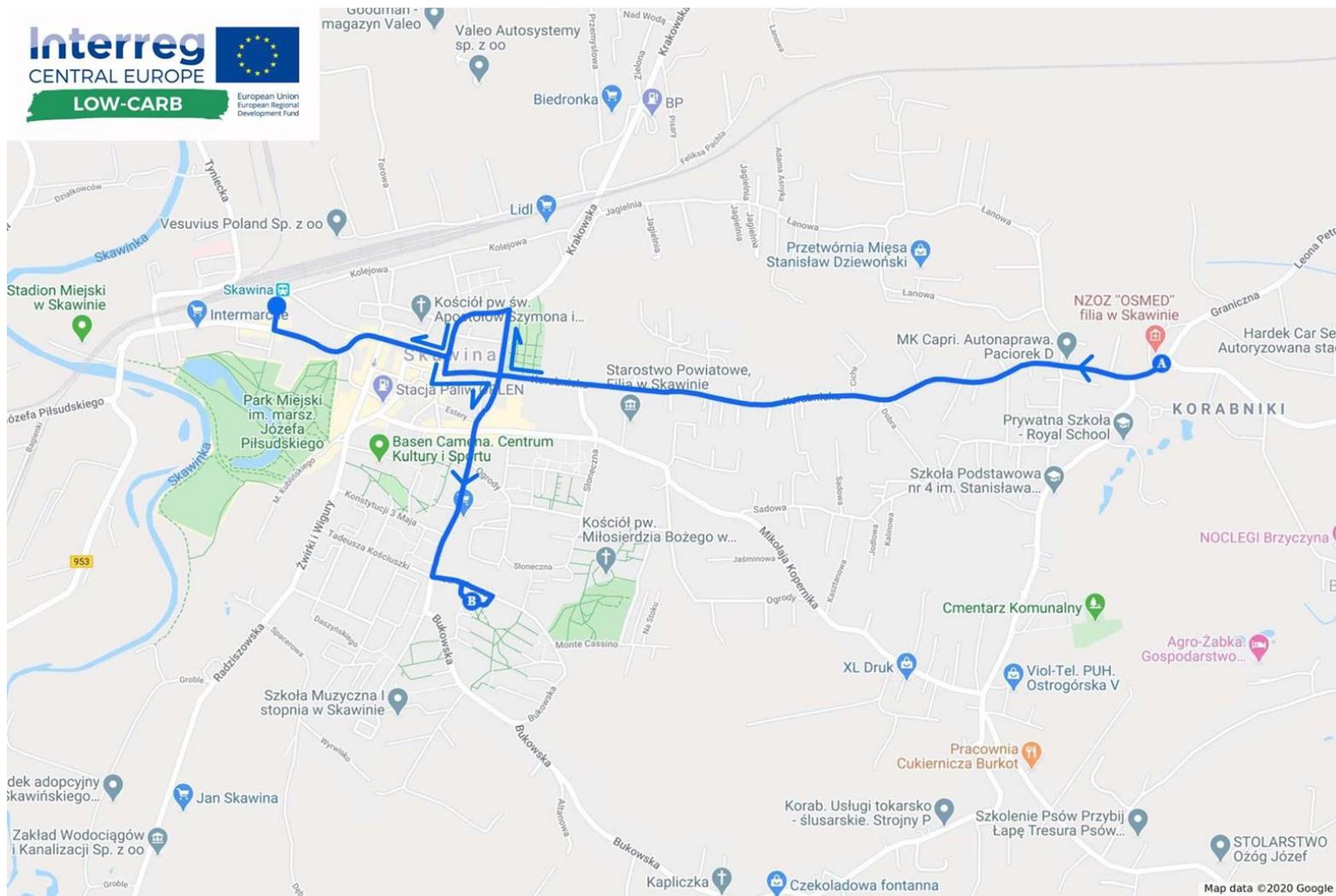
LOW EMISSION BUS LINE PILOT



LOW EMISSION BUS LINE PILOT



LOW EMISSION BUS LINE PILOT



<h1>773</h1> LINIA AGLOMERACYJNA	Skawina Korabniki 2248-95		
	TRASA: SKAWINA KORABNIKI - Skawina Korabnicka, Skawina Popieluszki, Skawina Pokoju, Skawina Mickiewiczza, Skawina Niepodległości, Skawina Mickiewiczza, Skawina Pokoju, Skawina Popieluszki, Skawina Jana Pawła II - SKAWINA		
0) Skawina Korabniki	Dzień powszedni	Soboty	Święta
1) Skawina Wyspiarńskiego	5 25	5 25	5 25
2) Skawina Korabnicka NŻ	6 15	6 15	6 15
3) Skawina Korabnicka Szkoła NŻ	7 05 55	7 05 55	7 05 55
4) Skawina Cmentarz	8 45	8 45	8 45
5) Skawina Rynek	9 35	9 35	9 35
6) Skawina Szkoła	10 25	10 25	10 25
7) Skawina SCK	11 15	11 15	11 15
8) Skawina Szkoła	12 05 55	12 05 55	12 05 55
9) Skawina Rynek	13 45	13 45	13 45
10) Skawina Popieluszki	14 35	14 35	14 35
11) Skawina Ajka	15 25	15 25	15 25
12) Skawina (NŻ) - na żądanie	16 15	16 15	16 15
	17 05 55	17 05 55	17 05 55
	18 45	18 45	18 45
	19 35	19 35	19 35
	20 25	20 25	20 25
	21 15	21 15	21 15
	22 05 55	22 05 55	22 05 55
Zakłócenia w ruchu powodują zmiany czasów odjazdów.			
MPK S.A. w Krakowie			

<h1>773</h1> LINIA AGLOMERACYJNA	Skawina Rynek 2009-1		
	TRASA: SKAWINA KORABNIKI - Skawina Korabnicka, Skawina Popieluszki, Skawina Pokoju, Skawina Mickiewiczza, Skawina Niepodległości, Skawina Mickiewiczza, Skawina Pokoju, Skawina Popieluszki, Skawina Jana Pawła II - SKAWINA		
- Skawina Korabniki	Dzień powszedni	Soboty	Święta
- ...			
0) Skawina Rynek	5 33	5 33	5 33
1) Skawina Szkoła	6 23	6 23	6 23
2) Skawina SCK	7 13	7 13	7 13
3) Skawina Szkoła	8 03 53	8 03 53	8 03 53
4) Skawina Rynek	9 43	9 43	9 43
5) Skawina Popieluszki	10 33	10 33	10 33
6) Skawina Ajka	11 23	11 23	11 23
7) Skawina	12 13	12 13	12 13
	13 03 53	13 03 53	13 03 53
	14 43	14 43	14 43
	15 33	15 33	15 33
	16 23	16 23	16 23
	17 13	17 13	17 13
	18 03 53	18 03 53	18 03 53
	19 43	19 43	19 43
	20 33	20 33	20 33
	21 23	21 23	21 23
	22 13	22 13	22 13
	23 03	23 03	23 03
Zakłócenia w ruchu powodują zmiany czasów odjazdów.			
MPK S.A. w Krakowie			



Highly
prioritized
measures you
want to
implement after
the end of LOW-
CARB



High priority measures

- keep the existing service
- optimise the existing service
- make it financially sustainable
- scale up



LOW-CARB EXPLOITATION WORKSHOP



What keeps us
from
implementing?



Challenges

- The main challenge is the financial sustainability
- General lack of funding for the PT
- Fares
- Even weaker support for the PT in the COVID-19 circumstances
- Raising costs of the PT during COVID-19
- Not clear mode of the PT service - should it be outsourced by ZTP/MPK Kraków or maybe a new “local” PTO should be selected
- The need for rerouting the rest of the lines
- Metropolitan Rapid Rail limited operations



Which support
do you need
for which step?



Challenges

- The main challenge is the financial sustainability
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Financial

- The main challenge is the financial sustainability
 - General lack of funding for the PT
 - Fares
-
- How can we get financial support for the internal bus line?
 - Are there external funds for that kind of operation available?
 - Novel financial modes?



Operational

- Not clear mode of the PT service - should it be outsourced by ZTP/MPK Kraków or maybe a new “local” PTO should be selected
- Is it reasonable to consider another PT operator to enter the local/internal market?
- How can we cooperate with the small private bus owners and operators, and put them into the PT system?



COVID-19 related

- Even weaker support for the PT in the COVID-19 circumstances
- Raising costs of the PT during COVID-19

- How can we advocate for the PT in/past the COVID-19 situation while the numbers are clear?
- How to change the mode of the PT? DRT - uberisation? Taxis? Smaller vehicles? Bigger vehicles? Incentives?



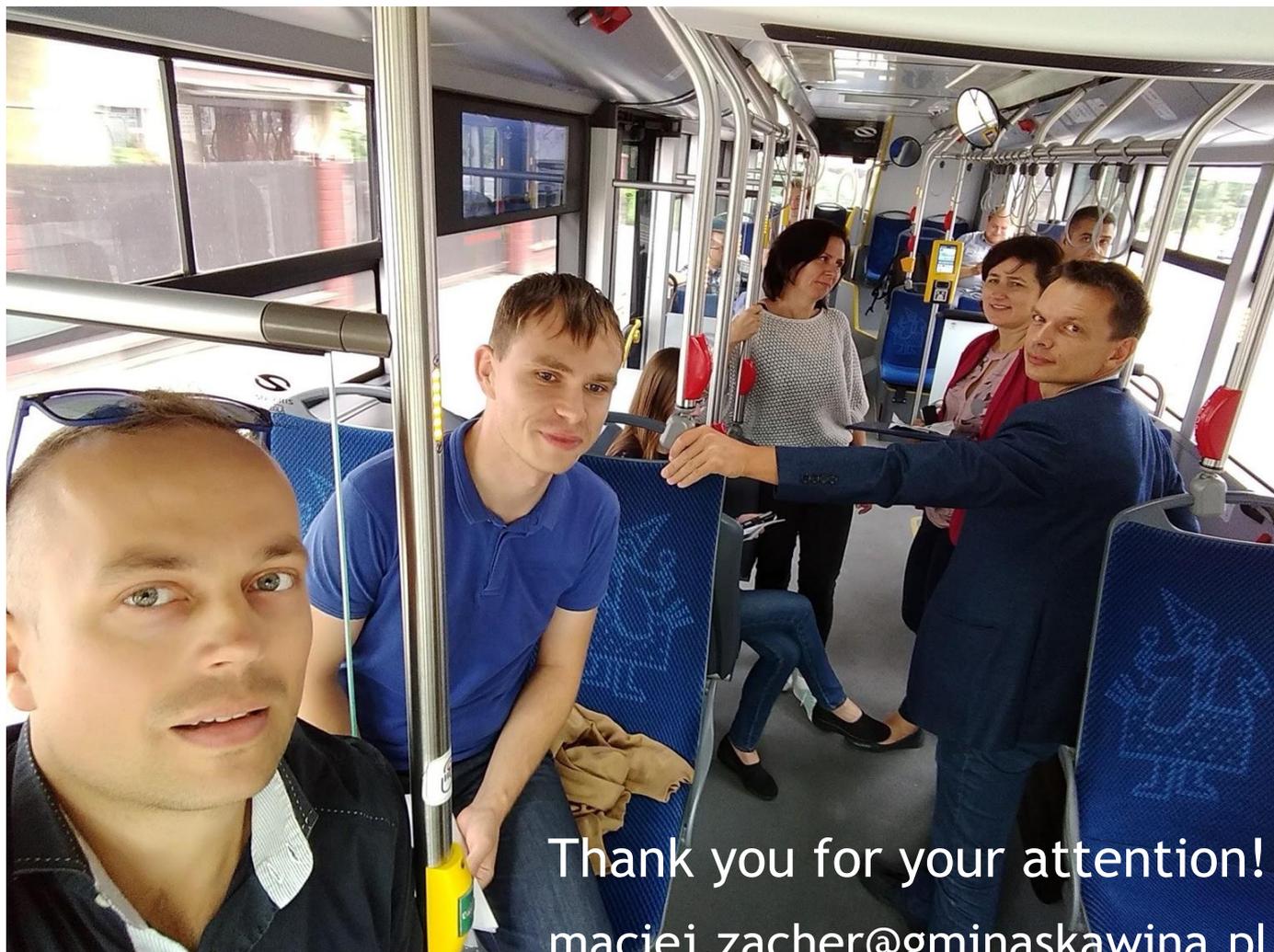
Organisational

- The need for rerouting the rest of the lines
- Metropolitan Rapid Rail limited operations

- How do we communicate the change in the system?
- How far should we go with the participatory process?
- What if the railroad service is not reliable?
- How much of the existing system should we keep?



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Thank you for your attention!
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 **Municipality of Krakow**

 Lukasz Franek, Katarzyna Kyć, Małgorzata Jedynak

CARGOVELO SYSTEM

5 cargo bikesharing system for everyone



Stakeholders involvement



High interest, especially among fresh food market

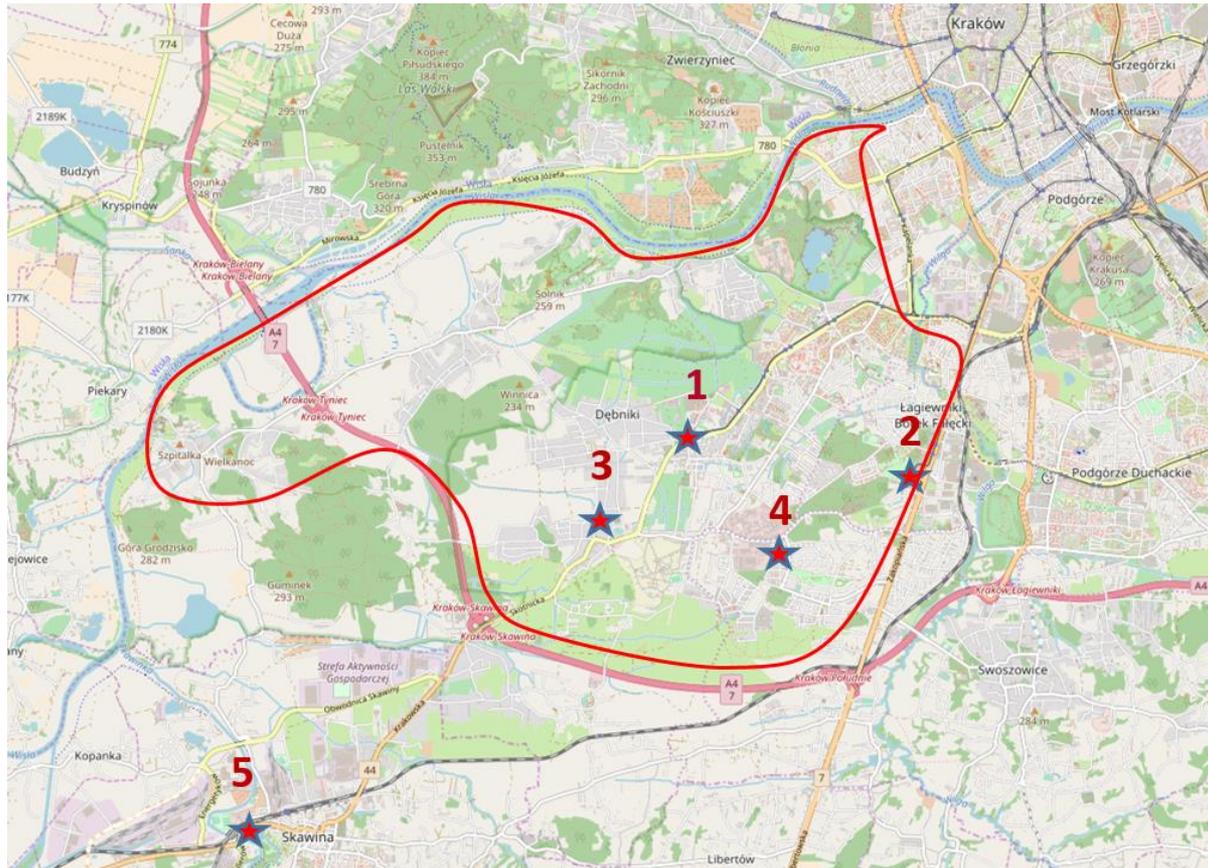
Extension of street rebuild which make impossible implementation of the second station

Pandemy...



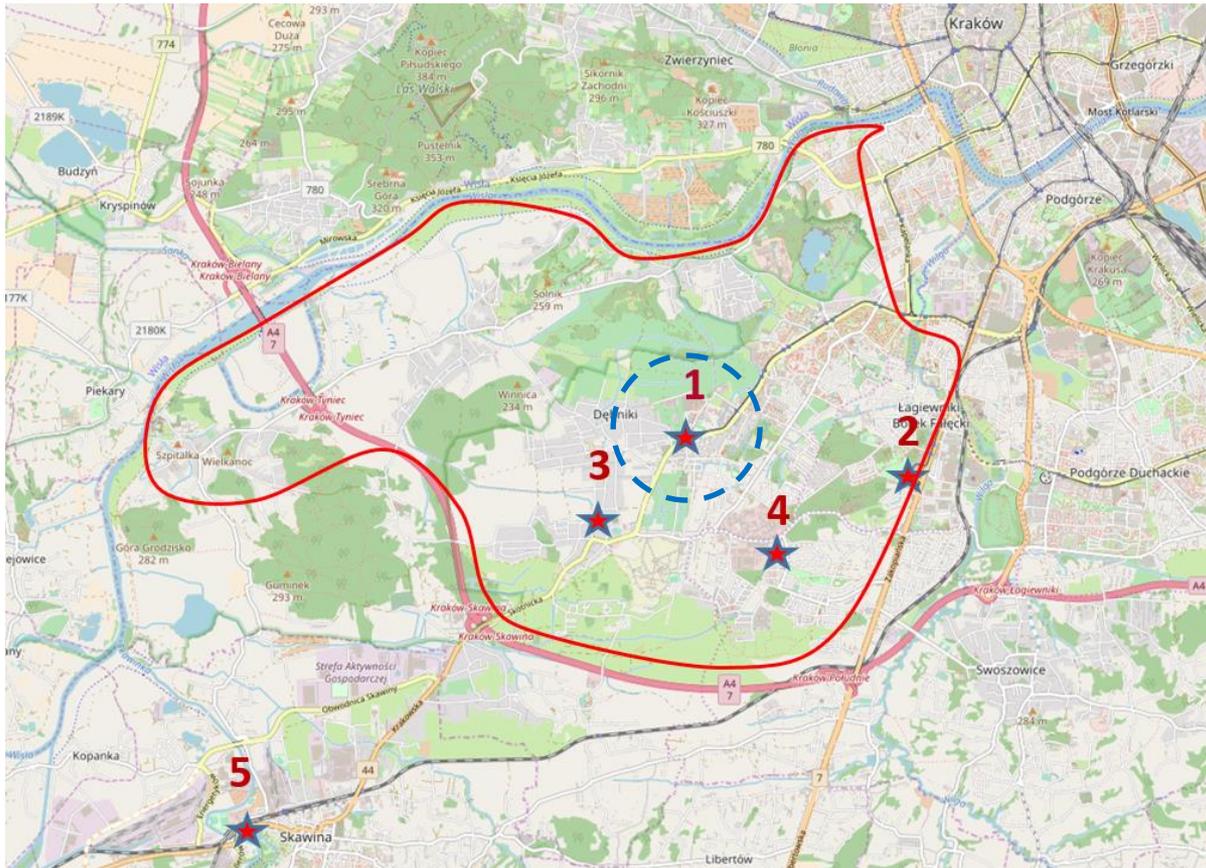
E-BIKESHARING SYSTEM

50 e-bikes for FUA users

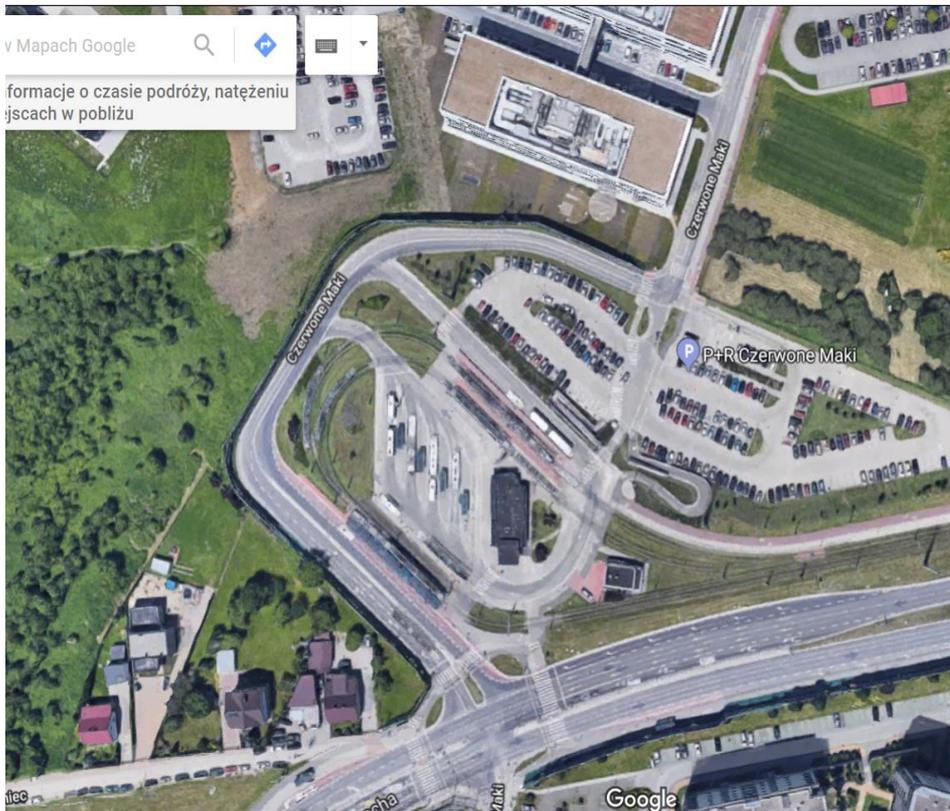


E-BIKESHARING SYSTEM

New scheme



Park&Bike



50-60 e-bikes available for FUA trips
on one site – Czerwone Maki

+ CargoVelo?

P+R rules, take a bike for a day, week
or month and use 4am – 11pm

waiting for tender results



Thank you for your attention!



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Smart bus station in Koprivnica



Nebojša Kalanj, City of Koprivnica

LOW-CARB EXPLOITATION WORKSHOP

Short project presentation - local level

Highly prioritized measures we want to implement after LOW-CARB

What keeps us from implementing?

Our support needs



Short project presentation - local level

Development of an innovative small scale public bus station that incorporates the following elements;

- charging facilities for electric vehicles (buses)
- small scale PV system
- battery storage system
- e-bike terminals
- other usual public bus station elements (urban equipment etc...)

Located at the University/campus grounds in Koprivnica



What measures we want to realize after the end of the Low - Carb project?

We want to:

- show the feasibility of using small scale battery storage system in combination with renewables in public transport service
- Set-up the station in order to expand the installed storage system and the PV system
- Encourage the decentralised production and consumption of energy in public transport
- Develop similar stations on the outskirts of the City of Koprivnica



Problems and barriers

There are no „off the self“ solutions offered in Croatia - need for tailor made solutions

Due to the rapid development of electromobility solutions, the risk of the implemented solutions being obsolete in a short notice is very high

Current COVID 19 crisis is making public transport less attractive
Costs of developing and implementing such a system are high



Support in development and implementation

Access to a wider audience of EU companies that offer such solutions

More funding support for e-mobility solutions in public transport systems (especially smaller scale systems)

Help in disseminating the idea “functional charging facilities for smaller public transport system”



Thank you for your attention.

Nebojša Kalanj

Experts associate for sustainable development

City of Koprivnica

nebojsa.kalanj@koprivnica.hr

00385914446669

[linkedin.com/in/nebojsa-kalanj-83ba2557](https://www.linkedin.com/in/nebojsa-kalanj-83ba2557)



Poll 5:
What should diesel buses be replaced by in the long term?



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 **Selected measures for company-based mobility management in Szeged**

 dr. Zoltán Ádám Németh - Szeged Transport Company - chief of public transport and railway safety

LOW-CARB EXPLOITATION WORKSHOP

Short project presentation - local level

Highly prioritized measures we want to implement after LOW-CARB

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Short project
presentation -
local level



LOW-CARB EXPLOITATION WORKSHOP

Szeged Transport Company

100 % municipality owned

Operating since 1884

Currently the operator of
trams and trolleybuses in
Szeged (50 % of PT usage)

We have 44 trams and 60
trolleybuses

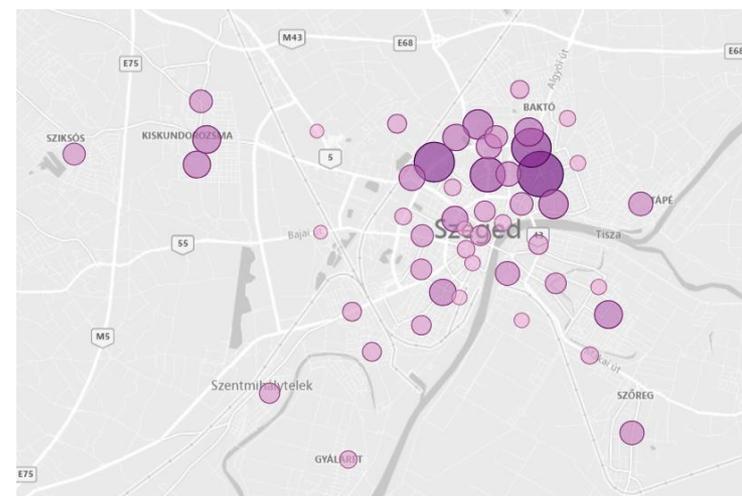
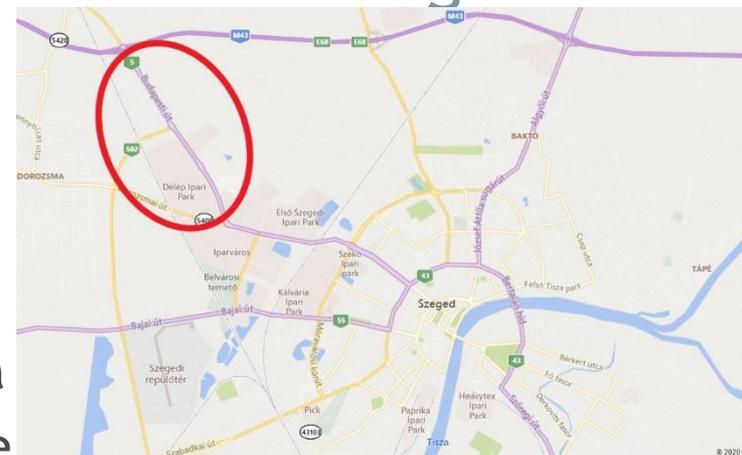
We operate the city parking
and the sport-airport



Industrial development area in northwest Szeged

Main findings in Low-carb project:

- Extensive survey of the employers and employees by SZKT in Low-Carb project
- Currently underserved with PT
- Higher than average PT usage in the area
- Several proposals were made for better bike lanes, PT connections, road development etc... Some are implemented
- Further private developments in sight
- High PT demand even during pandemic times



Development timeline from conventional trolleybuses to hybrid e-bus-trolleybuses @ SZKT



2010. Conventional trolleybus
Convince public that trolleybus is a viable electric bus

2014. 1st battery mode trolleys
New trolleybuses with (7 km) auxiliary battery mode
50 % PT electrification in Szeged reached

2016. Diesel route replacement test
Replacing an existing diesel bus route where there is long catenary section

2020. New hybrid trolleys
Hybrid electric bus prototype development

Self driving possible?

? Hybrid trolley experimental operation
5-6 years operation, feasibility measurements

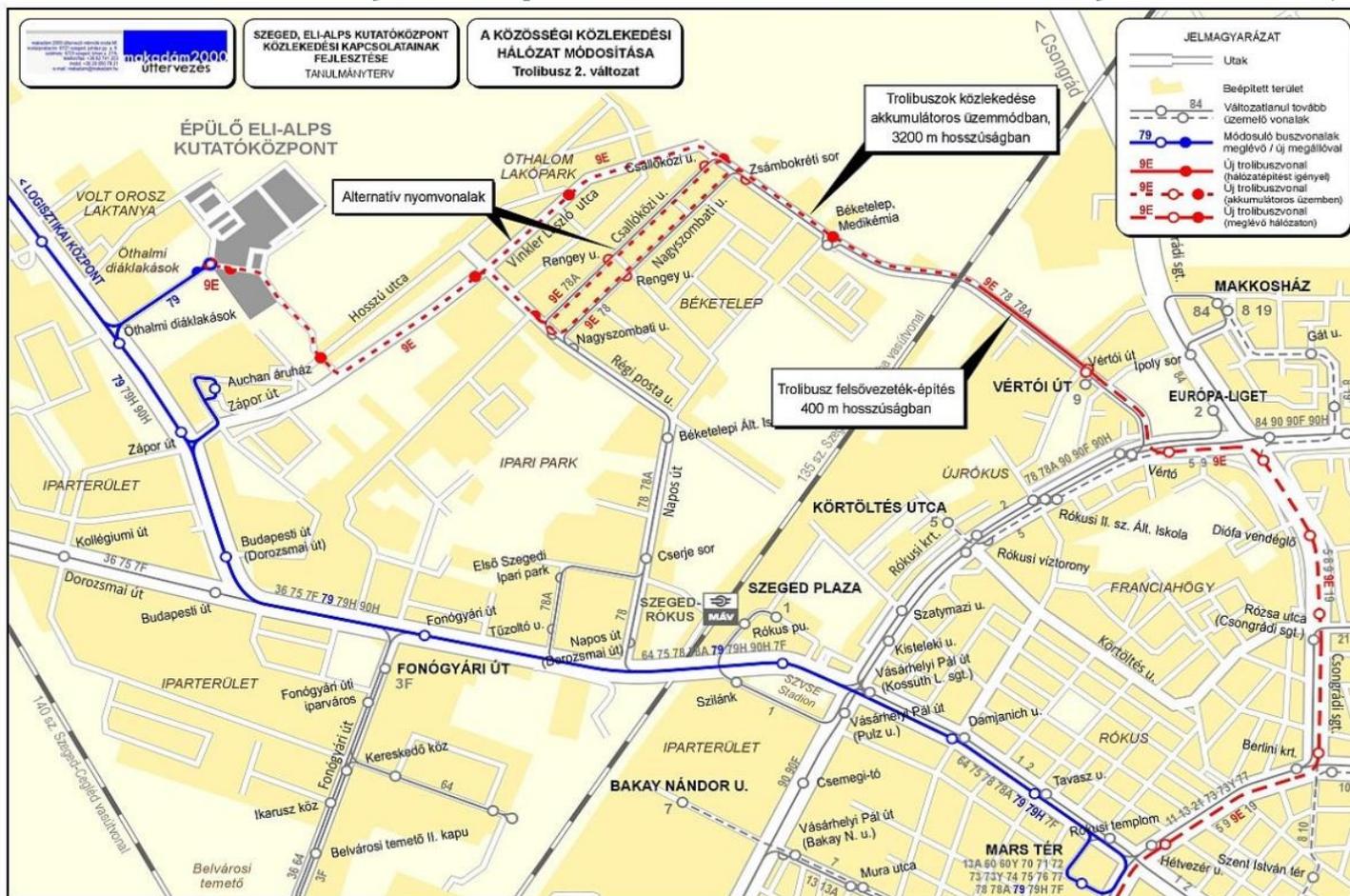
? Hybrid trolley regular operation
Commercial operation **proposed 100 % PT electrification in Szeged**



Highly prioritized
measures we
want to
implement after
the end of LOW-
CARB



SZKT main goal: Trolleybus route extension in Szeged's northwest area (without catenary, experimental battery mode)



„... to use trolleybus catenary as e-bus charger ...”

- vehicle development
- possibility of involve new areas without extensive infrastructure work
- use existing trolleybus catenary for in motion charging e-buses
- **We want to go from experimental vehicle trials to experimental operation**



**SZEGEDI
KÖZLEKEDÉSI
TÁRSASÁG**



trolley:2.0
for smart cities

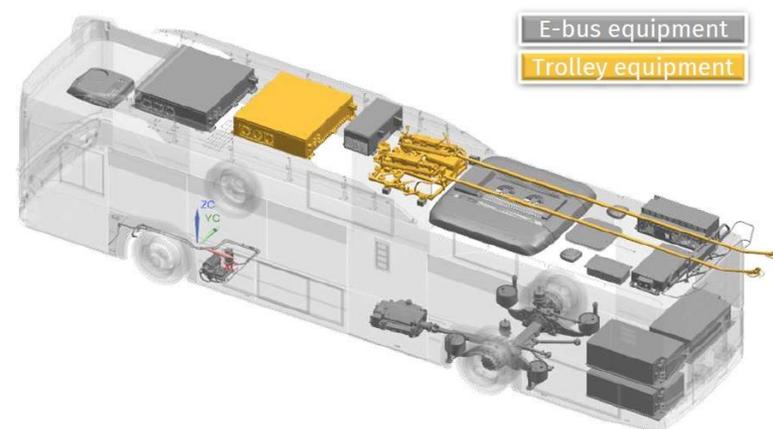


What keeps us
from
implementing?



Trolleybus network in Szeged's northwest area

- The industry is already providing hybrid trolleybus vehicles
- However, no ebus system has long-term operational experience (long term problems, service cycles and sustainability unknown)
- Battery systems are still evolving, thus the long term experience is missing
- Previously decided national funding source is withdrawn in March 2020.



Our support
needs



Trolleybus network in Szeged's North Area

The Municipality of Szeged is the main stakeholder of the local PT in Szeged

SZKT basically operated hand in hand with Municipality

Financial support is requested for further development of the existing electric PT network, as well as for trial operation

Support must take into account external factors in feasibility study methodology. Operating and investing in electric PT is currently costlier than diesel buses



Szeged Megyei Jogú Város
Önkormányzata



Thank you for your attention!



dr. Zoltán Ádám Németh
chief of public transport and railway safety
Szeged Transport Company
E-mail: nemeth.adam.zoltan@szkt.hu



TAKING
COOPERATION
FORWARD

 LOW-CARB Online Exploitation Workshop, 25.06.2020

 **CE SUMP Competence Centre**

 **Maja Mutavdžija, mag.ing.traff., UNIN**

LOW-CARB EXPLOITATION WORKSHOP

Short project presentation - local level

Highly prioritized measures we want to implement after LOW-CARB

What keeps us from implementing?

Our support needs



Short project
presentation -
local level



CE SUMP Competence Centre

Web-based platform with the main objective to help the cities of the wider region in the development of sustainable urban mobility plans (SUMP) by providing information, support, exchange of experience and training.

Central platform where links to relevant databases, tools, other platforms and websites can be found.

CE SUMP Competence Centre is for experts in the field of sustainable urban mobility planning, but also for everyone interested in this subject.



CE SUMP Competence Centre

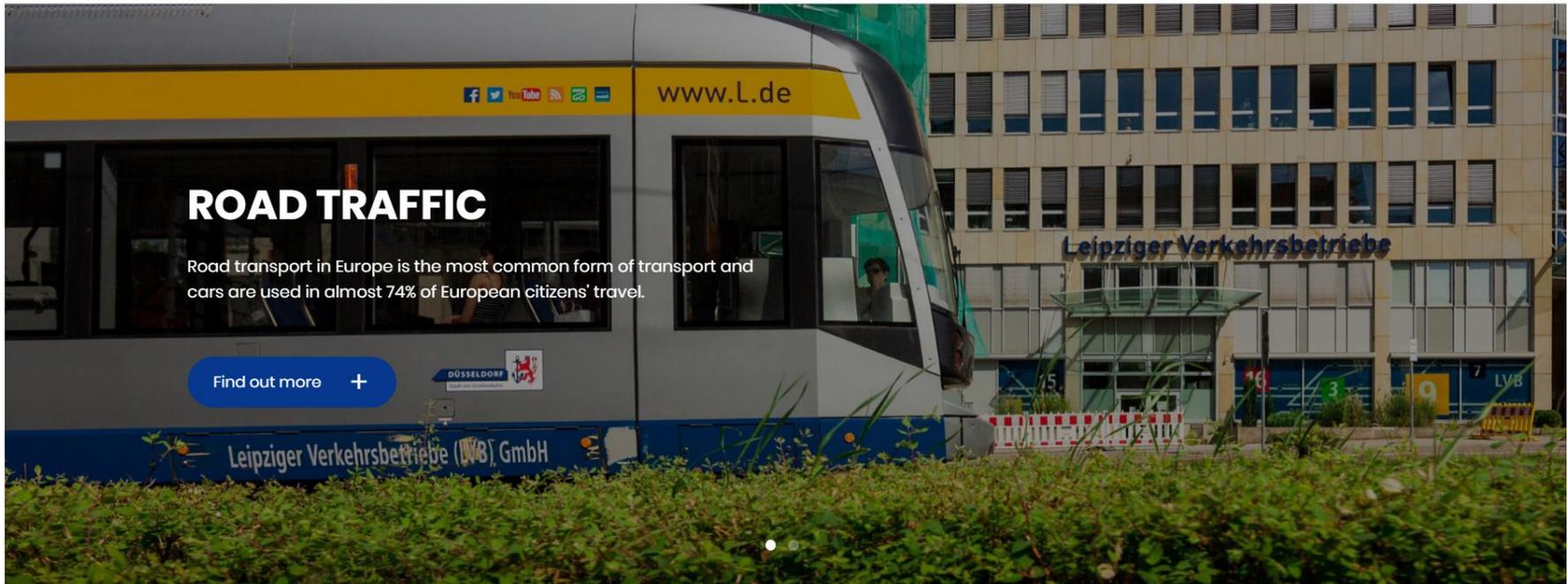
- News
- Good Practices
- SUMPs (CE countries, links to SUMP registry, Eltis City Database, PROSPERITY database of interesting SUMPs)
- Tools and Resources
 - Tools (SUMP Self-Assessment Tool, Civitas Tool Inventory, GIS SUMP monitoring tool, Reachie)
 - Teaching materials (Mobility academy, CIVITAS learning)
 - SUMP Guidance
 - Funding opportunities
 - Experts



CE SUMP Competence Centre



[News](#) [SUMPs](#) [Good Practice](#) [Tools and Resources](#) [About us](#) [EN](#) [Q](#)



WELCOME to the Central European Competence Centre for Sustainable Urban Mobility Planning (SUMP)!

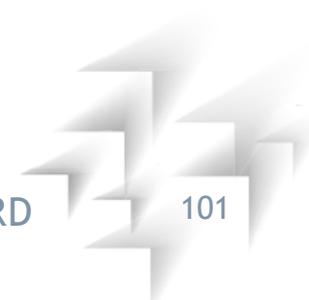


GOOD PRACTICE

Find Good practices of the INTERREG projects right here.
Newest good practices are shown first, but you can use filters for a quick search! Good practices can be sorted by Country, Target audience or Thematic area.

Country... Target audience... Thematic area...

ID	City	Region	Theme	Entry date
33	Central Greece, Greece	Outside Central Europe		24.6.2020
32	Modena, Italy	Central Europe		24.6.2020
31	Észak-Magyarország, Hungary	Central Europe		24.6.2020
30	Central Macedonia, Greece	Outside Central Europe		24.6.2020
29	Bremen, Germany	Central Europe		24.6.2020
28	Kassel, Hessen	Central Europe		24.6.2020



TOOLS AND RESOURCES

If you are looking for helpful learning materials, you will find all the tools, teaching materials, SUMP guides, more about funding opportunities and experts in the field of sustainable urban mobility planning.



Tools

[Show more](#)



Teaching materials

[Show more](#)



SUMP guidance

[Show more](#)



Funding opportunities

[Show more](#)



Experts

[Show more](#)



LOW-CARB EXPLOITATION WORKSHOP

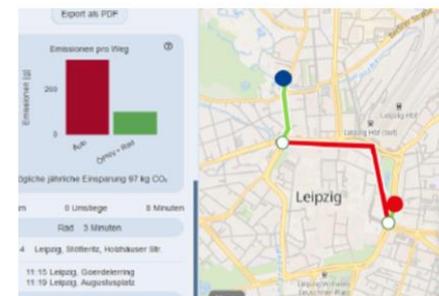
TOOLS



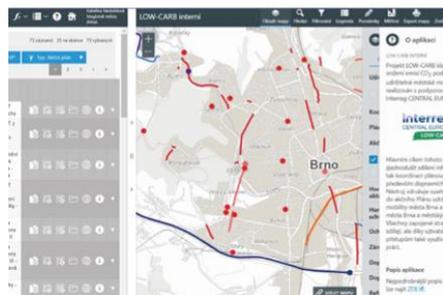
SUMP Self-Assessment Tool



CIVITAS TOOL INVENTORY



Reachie



GIS SUMP monitoring tool



LOW-CARB EXPLOITATION WORKSHOP

Competence Centre
CE-SUMP
LOW-CARB

[News](#) [SUMPs](#) [Good Practice](#) [Tools and Resources](#) [About us](#) [EN](#) [Q](#)

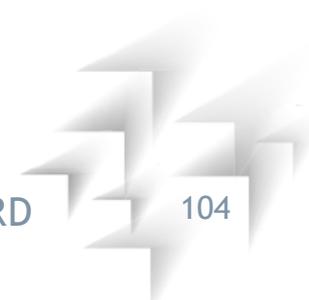
TEACHING MATERIALS



Mobility academy



CIVITAS learning



Highly prioritized
measures you
want to
implement after
the end of LOW-
CARB

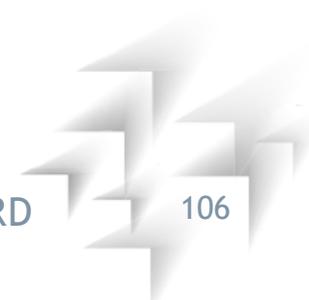


CE SUMP Competence Centre

Sustainability and maintenance after LOW CARB ends

Possibility of adding additional categories and thematic areas

Financial Sustainability

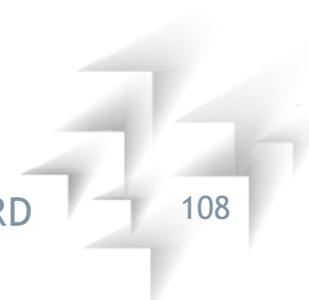


What keeps us
from
implementing?



CE SUMP Competence Centre

Financial support for Competence Centre maintainance



Which support do
you need for
which step?



CE SUMP Competence Centre

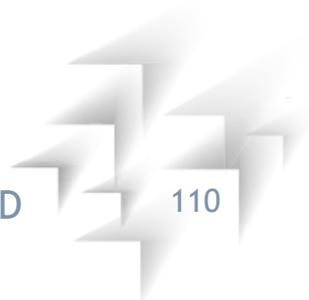
Sustainability and maintenance after LOW CARB ends

Financial Sustainability

- Financial support for website maintenance

Possibility of adding additional categories and thematic areas

- Providing content for CC
- Civinets, National Taskforces



Thank you for your attention.

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TAKING
COOPERATION
FORWARD



LOW-CARB Online Exploitation Workshop, 25.06.2020



Optimizing the usage of the SUMP Self-Assessment Tool for central Europe



Marlene Damerau, Rupprecht Consult, Cologne Germany



The SUMP Self-Assessment Tool



- helps cities to identify **strengths and weaknesses**
- provides **feedback and inspiration** how to improve mobility planning
- starts a discussion how to **improve cooperation** within the organisation and with others (e.g. several municipalities of a functional urban area/region)
- online and **free to use** (no external auditor needed)
- **quick** and anonymous self-assessment (20min – 2h)





The SUMP Self-Assessment Tool

- Revision of previous SUMP self-assessment tool
 - Need to make it useable for cities without a SUMP
 - Need to address the **‘functional urban area’** (FUA) and its surroundings rather than a municipal administrative area
 - Update of SUMP Guidelines
- **Fully updated based on user feedback, SUMP**s-Up city partner tests and LOW-CARB workshops (Krakow FUA, Cologne PTA)
- Launched Feb 2020 together with the **SUMP Guidelines 2nd edition**



- 0 Start
- 1 Planning Context
- 2 Mobility Assessment
- 3 Vision and Objectives
- 4 Measurable Targets
- 5 Integrated Transport
- 6 Implementation Plan
- 7 Institutional Cooperation
- 8 Participation
- 9 Monitoring and Evaluation
- 📄 Results

Start



Welcome to the SUMP Self-Assessment

The SUMP Self-Assessment helps you to **evaluate and improve mobility planning** in your city or functional urban area. The results page will show you how well your planning activities fulfill the [principles of a Sustainable Urban Mobility Plan \(SUMP\)](#), enabling you to identify the strengths and weaknesses of your approach. It will provide you with **tailored advice for further improvement**, good practice examples and links to guidance for your specific situation.

The SUMP Self-Assessment can be used to **both assess the quality of a specific strategic mobility plan, and to evaluate planning activities in general**. This makes it useful at all stages of the planning process - e.g. to assess what to improve when starting a SUMP, to readjust activities throughout the process, or to assess the plan quality when finalising or having completed a SUMP. To achieve an assessment that fits your situation, there are **tailored sets of questions depending on your planning context and interest** (assessment of a strategic mobility plan, or of planning activities in general).

The SUMP Self-Assessment should be **completed by one or several persons who are well acquainted with mobility planning activities in your city or functional urban area** (and with the SUMP and its development process if you want to assess plan quality). It is possible that one person answers on behalf of the mobility planning team or the team having that role. However, for greater accuracy we recommend that several people fill in the questionnaire (which could include colleagues from other departments, other municipalities, regional organisations, decision makers and key stakeholders involved in mobility planning or plan development). You can gain highly relevant insights if you then compare similarities and differences in responses of different stakeholders, e.g. in a workshop.

The SUMP Self-Assessment consists of eight sections that are directly related to the SUMP principles and roughly follow the order of a planning process. Depending on your planning context, it contains **30 to 45 questions**. If one person with a good level of information fills it in on their own, it should only take around **20 to 30 minutes** to complete. To use it in a workshop format, we recommend 1.5 to 2 hours to allow enough time for discussions.

Start SUMP Self-Assessment

All data collected in this survey will remain strictly confidential. In no case will we publish the results of individual cities or identify individual cities in any publications ([more details on data usage](#)). You can **use your personal code to check your results or share them** with others for a workshop.

- 0 Start
- 1 Planungskontext
- 2 Mobilitätsanalyse
- 3 Leitbild und Ziele
- 4 Messbare Ziele
- 5 Integriertes Verkehrssystem
- 6 Umsetzungskonzept
- 7 Institutionelle Zusammenarbeit
- 8 Bürgerbeteiligung
- 9 Monitoring und Evaluation
- 10 Ergebnisse

Start



Herzlich Willkommen zur SUMP-Selbsteinschätzung

Das Tool zur SUMP-Selbsteinschätzung hilft Ihnen, die **Mobilitätsplanung in Ihrer Stadt oder Stadtregion zu bewerten und zu verbessern**. Die Ergebnisseite gibt eine Rückmeldung, wie gut Ihre Planung die [Prinzipien eines 'Sustainable Urban Mobility Plan \(SUMP\)'](#) erfüllt und erlaubt es dadurch, Stärken und Schwächen zu identifizieren. Passend zu Ihrer individuellen Situation bieten wir Ihnen zudem maßgeschneiderte Tipps für weitere Verbesserungen, gute Beispiele aus der Praxis und Links zu passenden Textabschnitten in Planungshandbüchern.

Sie können das Tool zur SUMP-Selbsteinschätzung **sowohl für die Qualitätsüberprüfung eines bestimmten strategischen Mobilitätsplans als auch zur Bewertung Ihrer allgemeinen Planung** verwenden. Der Einsatz ist in allen Planungsphasen möglich und sinnvoll - z.B. um zu beurteilen, welche Kriterien zu Beginn eines SUMP-Prozesses wichtig sind; um Anpassungs- und Verbesserungsmöglichkeiten während eines Prozesses zu erkennen oder um einen Qualitätscheck bei einem abgeschlossenen SUMP durchzuführen. Je nach Planungskontext und -interesse (Beurteilung eines bestimmten strategischen Plans oder von allgemeinen Planungsaktivitäten) gibt es maßgeschneiderte Fragen.

Die SUMP-Selbsteinschätzung **sollte von einer oder mehreren Personen durchgeführt werden, die mit der Mobilitätsplanung in Ihrer Stadt oder Stadtregion gut vertraut sind** (und auch mit dem SUMP und seinem Entwicklungsprozess, wenn Sie die Qualität des Planungsdokuments beurteilen möchten). Es ist möglich, dass eine Person - im Namen des Verkehrsplanungsteams - die Fragen beantwortet. Für mehr Genauigkeit empfehlen wir jedoch, dass mehrere Personen den Fragebogen ausfüllen (wozu auch Kolleginnen und Kollegen aus anderen Abteilungen, anderen Kommunen, Regionalplanung, Politik und wichtigen Interessengruppen gehören können, die an der Verkehrsplanung oder der Planentwicklung beteiligt sind). Wenn Sie anschließend Ihre Antworten miteinander vergleichen, z.B. in einem gemeinsamen Workshop, können Sie wichtige Erkenntnisse für Ihre gemeinsame Planungspraxis gewinnen.

Die SUMP-Selbsteinschätzung besteht aus acht Abschnitten, die auf den SUMP-Prinzipien basieren und grob der Reihenfolge eines Planungsprozesses folgen. Je nach Planungskontext enthält das Tool **30 bis 45 Fragen**. Wenn es von einer einzelnen Person mit gutem Kenntnisstand ausfüllt wird sollte es **nur 20 bis 30 Minuten** in Anspruch nehmen. Für die Verwendung im Workshop-Format sollten Sie 1,5 bis 2 Stunden einplanen, um ausreichend Zeit für den Austausch innerhalb der Gruppe zu haben.

[Start der SUMP-Selbsteinschätzung](#)

Alle in dieser Umfrage erhobenen Daten werden streng vertraulich behandelt. In keinem Fall werden wir die Ergebnisse einzelner Städte veröffentlichen, oder einzelne Städte in Veröffentlichungen nennen ([weitere Informationen zur Datennutzung](#)). Durch Ihren **persönlichen Code** haben nur Sie Zugang zu Ihren Ergebnissen, können diesen aber auch nutzen um Ihre Ergebnisse mit Kolleginnen und Kollegen für einen Workshop zu teilen.



Tailor-made sets of questions for different starting points:

- cities with / without a SUMP
- cities
- functional urban areas

Can be used by the transport planner(s) of every city:

- To assess general mobility planning processes
- To give guidance before / during SUMP development
- To assess SUMP quality after completion

Planning Context Your Code: 78gs2 

7 - On which geographical scale do you want to assess your mobility planning activities?

Planning activities of my city / municipality

Planning activities in the entire functional area (i.e. the commuting zone defined by main commuter flows, also called agglomeration), usually including activities of several municipalities

Planning activities in a regional / metropolitan area larger than the commuting zone, usually including activities of many municipalities

< Previous
Next >

Planning Context Your Code: 78gs2 

9 - What is your involvement in mobility planning activities?

I work for the mobility department (or equivalent)

I work for another department (e.g. environment, urban planning)

I am involved as decision maker (e.g. in the local council)

I am involved as civil society or private sector stakeholder (e.g. representative of NGO, university or business association in planning workshops)

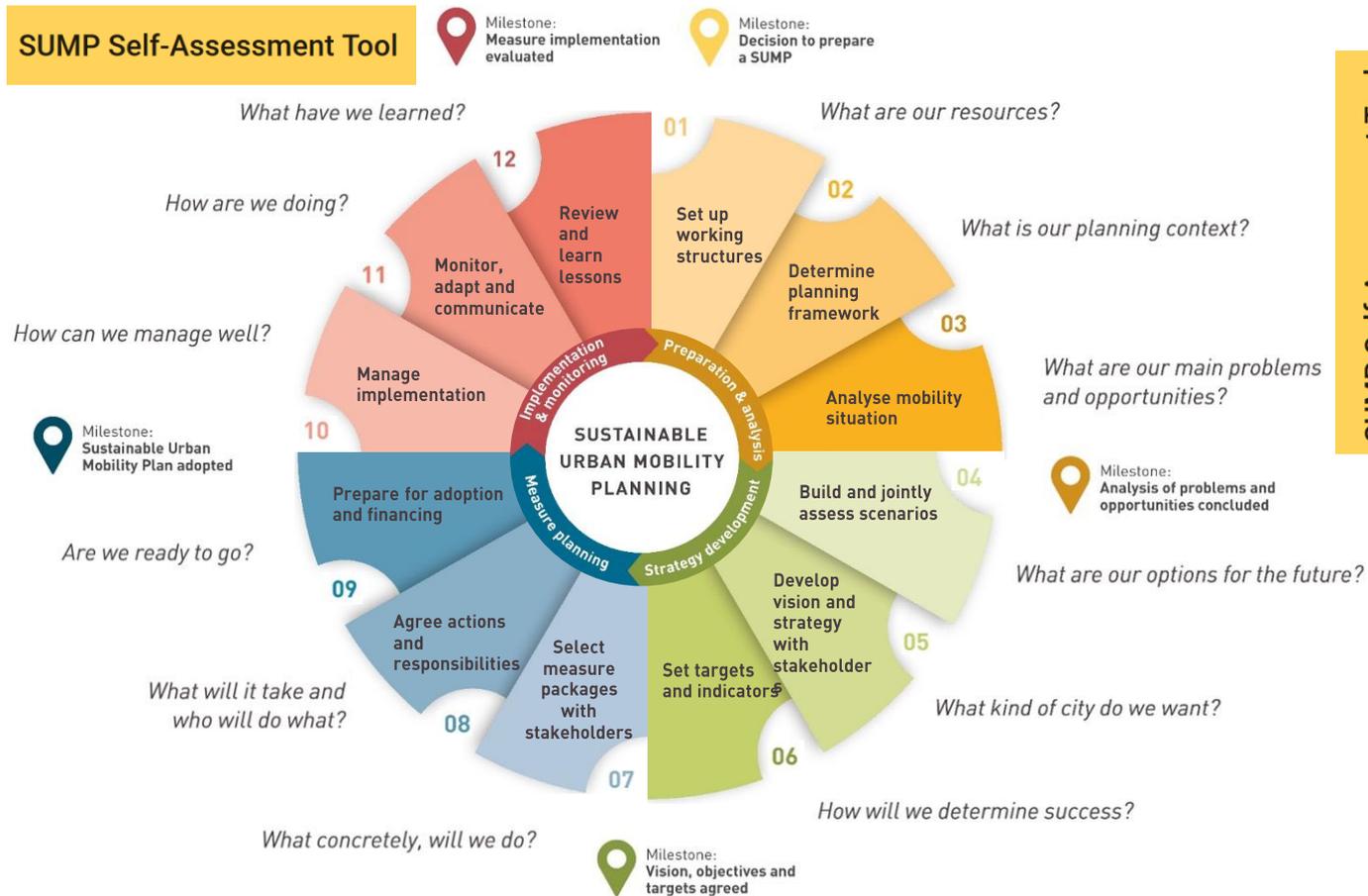
I am not involved

< Previous
Next >



THE SUMP CYCLE, SECOND EDITION

SUMP Self-Assessment Tool



Added value and potential future usage of the tool in central Europe

Use tool to make transport systems **ready for European funding**

Avoid heavy infrastructure investments but assist to **develop mobility & PT services**

→ Develop a **workshop format** for municipalities, PT authorities and FUA's



**SUMP
Self-Assessment
Tool**



- The tool will soon be available in all Central European languages: German, Croatian, Czech/ Slovak, Hungarian, Italian, Polish & Slovenian
- And also in English, Bulgarian, French, Romanian, Spanish & Greek



SUMP
Self-Assessment
Tool

What's next?

- 30-45 questions
- Feedback by SUMP principles
- Recommended steps, examples and tools from SUMP Guidelines
- Alone or in workshop



1 Plan for sustainable mobility in the “functional urban area”

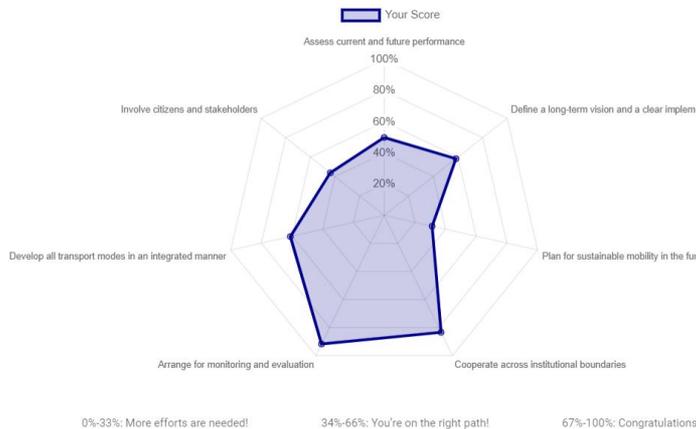
The core goal of sustainable urban mobility planning is to improve accessibility and provide high-quality, safe and clean mobility for the entire ‘functional urban area’. Therefore, planning activities should consider this integrated area of daily flows of people and goods, rather than a municipal administrative area.

You're on the right path! Your responses indicate some degree of planning coordination with neighbouring municipalities. However, there is room for improvement to better harmonize activities, which would help you to address the needs in your ‘functional urban area’ more effectively.

Useful approaches to further improve cooperation could be to:

- Build on existing contacts with transport planners from surrounding municipalities and establish a format for regular meetings. For example, using this Self-Assessment as a structure for discussions at the first meeting can help to identify problems that require joint actions.
- If there is good cooperation on some topic, expand it to other areas of common interest (e.g. leveraging contacts from a common planning process for Park&Ride facilities to start a joint project to build inter-municipal bicycle highways or improve commuter train connections). Focus on proven solutions of manageable size that benefit all municipalities.
- Formalise existing cooperation to consolidate it (e.g. turning agreements on parking planning into an official political committee that meets regularly to decide about parking policies in the functional urban area).
- Exploit the potential of data sharing. Exchange or jointly collect data that is relevant for several municipalities (e.g. on commuter flows), which helps to save costs and improve data quality.

Insert comparis



Good practices:

- Basel, Switzerland: Cross-border planning cooperation for a trinational agglomeration
- Grand Nancy, France: Metropolitan inter-municipal urban plan for housing and development
- Bologna, Italy: Metropolitan SUMP linking territorial, mobility and logistics planning
- Lille, France: Bi-annual political committee to steer parking policies on a metropolitan level
- Kassel, Germany: Synchronised development of municipal and regional SUMP

Recommended further readings:

- SUMP Guidelines (2nd ed.) Activity 2.1: Assess planning requirements and define geographic scope (based on ‘functional urban area’)
- Topic Guide: Sustainable urban mobility planning in metropolitan regions
- Topic Guide: Sustainable urban mobility planning in small cities
- Topic Guide: Sustainable urban mobility planning in polycentric regions

Tools:

- OECD-EU definition, maps and shapefiles of functional urban areas in EU Member States



Thank you!



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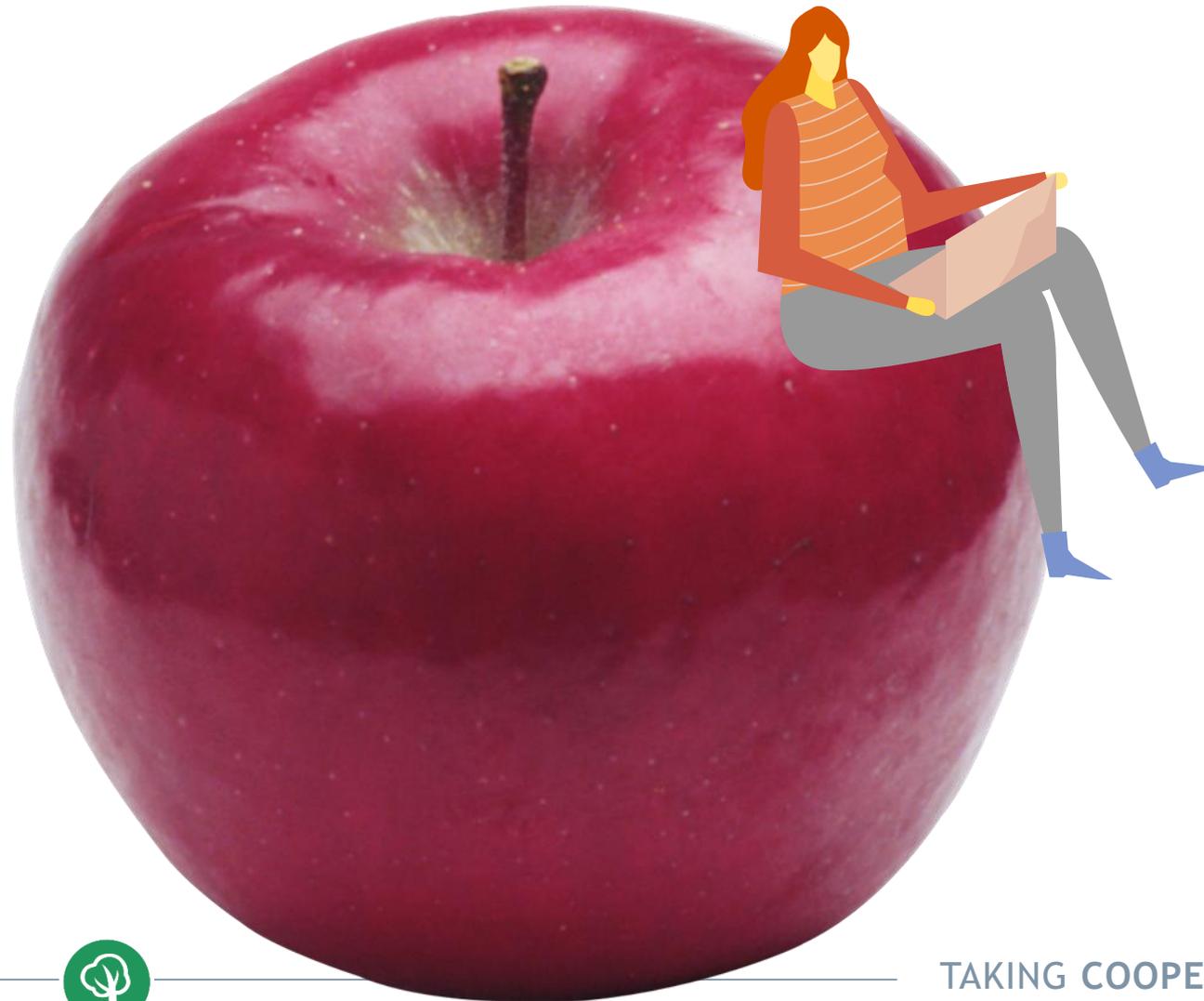
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Poll 6:

Do you think that the SUMP Self-Assessment Tool can help Central European cities to plan SUMP at functional urban area level?





10min break

Back at 10:50

