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European Union
European Regional
Development Fund

SUMPs funding in Greece and the development of National Guidelines to support their implementation

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The 'Green Fund' financing program for SUMP's development



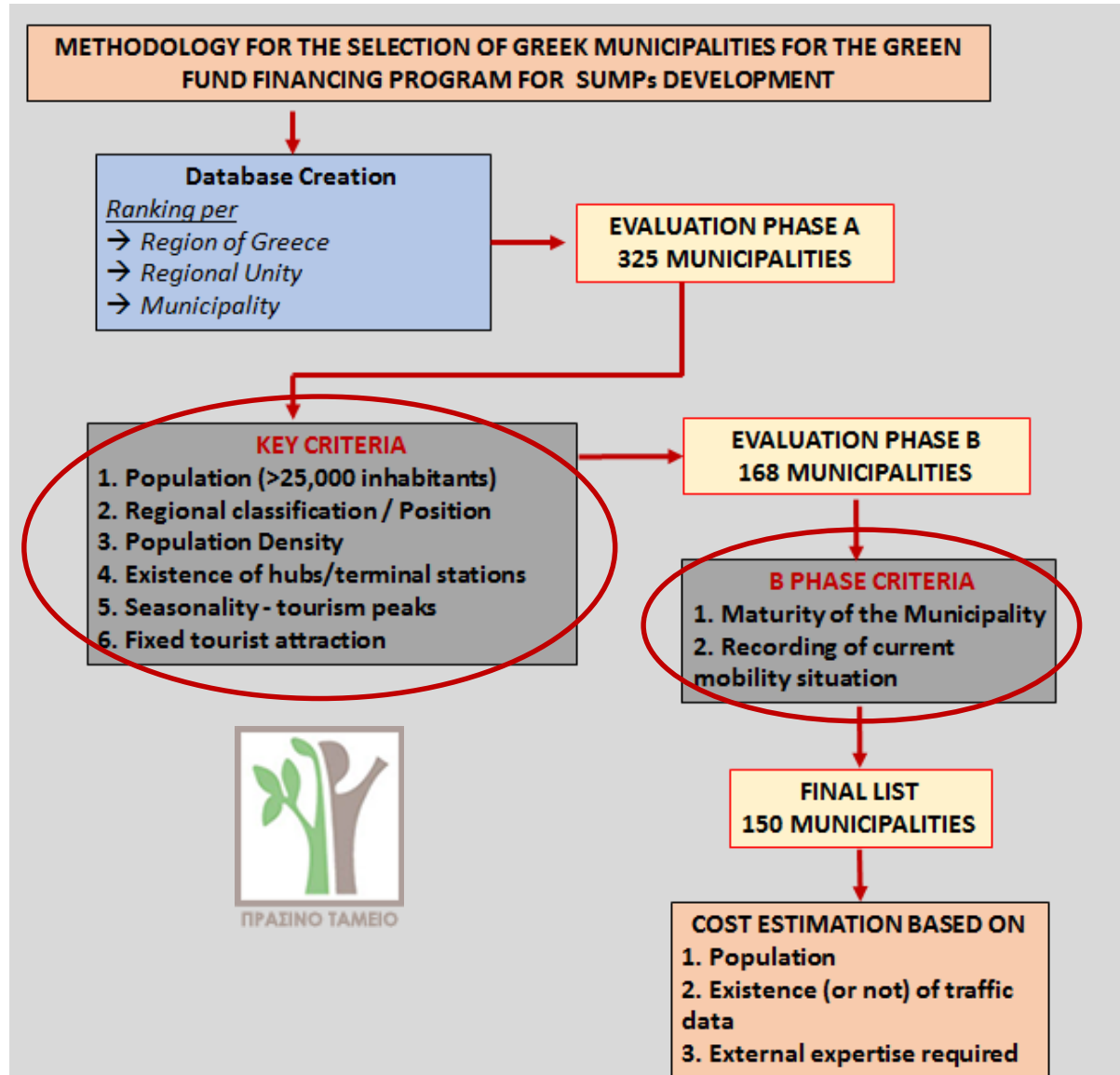
The 'Green Fund' of the Ministry of Environment and Energy
aims at



fostering development through financing programs, measures, interventions and actions aimed at supporting the country's environmental policy.

- ✓ In 2016, recognizing the need for sustainable mobility planning in urban areas of Greece, the **Green Fund announced a fund for Municipalities that were interested in developing SUMP's**
- ✓ A large number of Municipalities expressed interest to develop SUMP's and **150 were selected for funding with ~ 9M €**

The 'Green Fund' financing program for SUMP's development

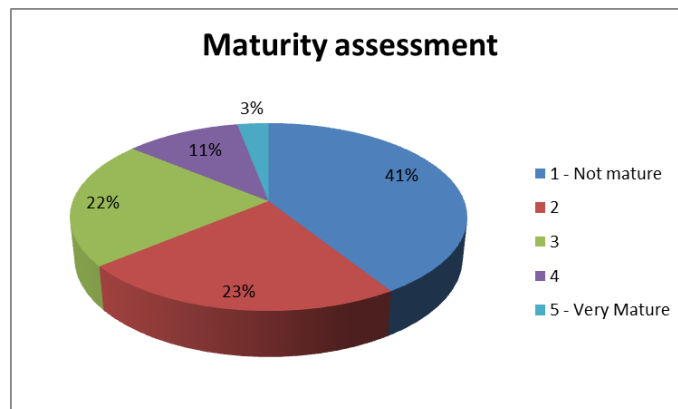


The 'Green Fund' financing program for SUMP's development

Maturity Criteria

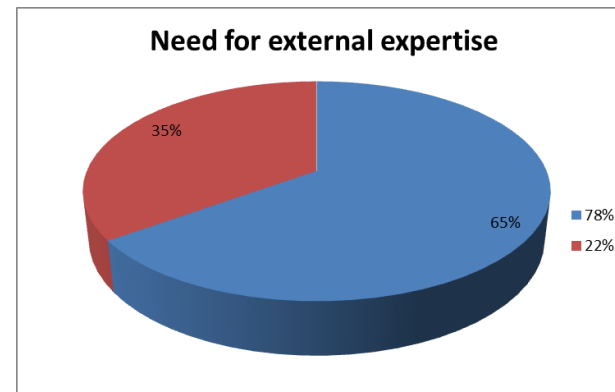
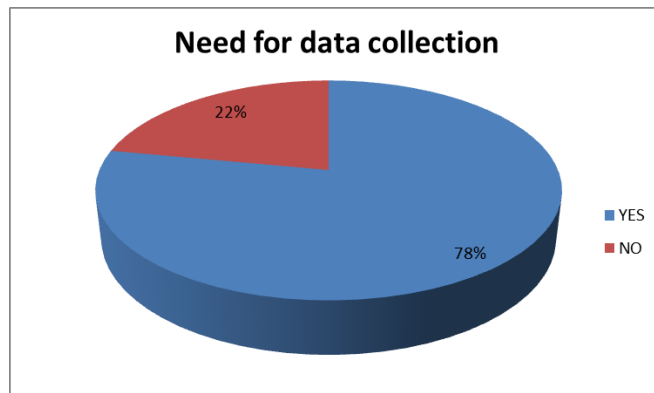
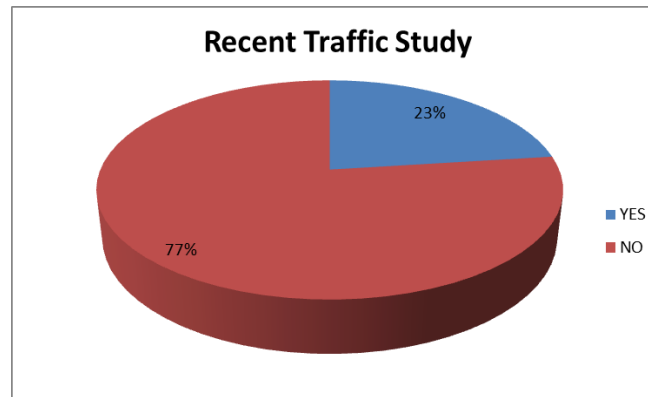
The maturity of each municipality was assessed and evaluated through specific criteria:

- ✓ Participation in actions and networks that promote environmentally friendly urban planning (i.e. Covenant of Mayors, Civitas network, etc.)
- ✓ Preparation and submission of proposals in national or EU programs to implement sustainable development actions
- ✓ Implementation of National or European projects
- ✓ Actions reflecting sustainable urban planning
- ✓ Actions to promote Urban Sustainable Mobility for Citizens (European Mobility Week)

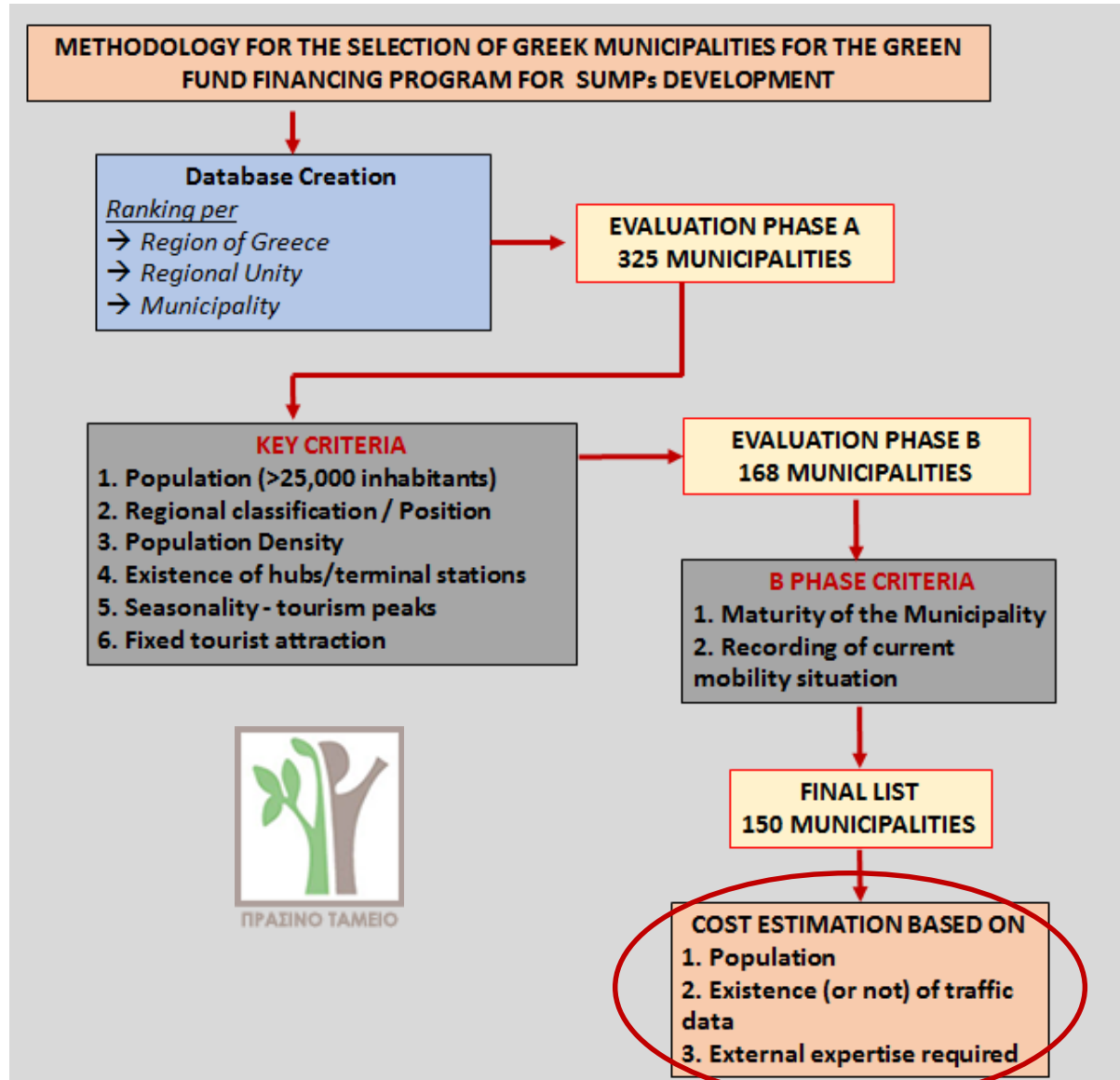


The 'Green Fund' financing program for SUMP's development

Recording of current mobility situation



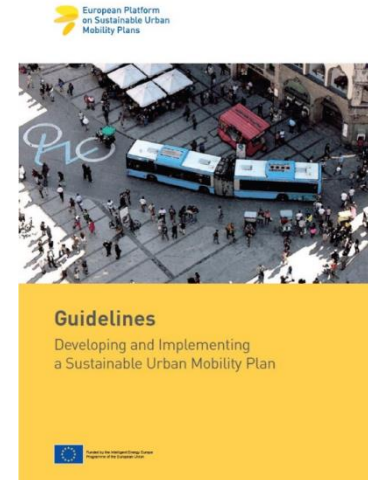
The 'Green Fund' financing program for SUMP's development



Commencing the SUMP process

European SUMP Guidelines

A very useful tool providing a structured framework for developing and implementing a Sustainable Urban Mobility Plan



BUT

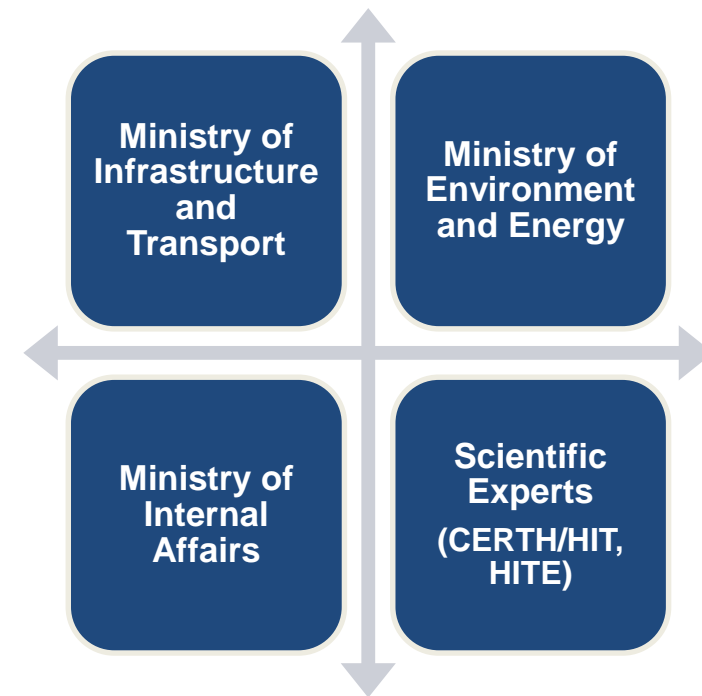
- ✓ Each Country, Region and local area has its own particularities
- ✓ **Greek Municipalities' technical departments** are so far focused on the procurement, implementation and monitoring of traffic studies. They **lack capacity and knowledge** to procure SUMP's development and monitor and participate into their development..

To support the SUMP development process the Ministry of Transport & Infrastructures took initiative for:

- Establishment of an **Interministerial Committee for the development of National Guidelines** to enhance the SUMP development
- Establishment of an **administrative structure (department) dedicated to Sustainable Urban Mobility** within the Ministry.
- Organization of **information and training activities** to decision-makers & local authorities staff

Interministerial Committee

- ✓ **Ministry of Infrastructure and Transport**
- ✓ **Ministry of Environment and Energy**
- ✓ **Ministry of Internal Affairs**
- ✓ **Hellenic Institute of Transport (HIT)/
Centre for Research and Technology
Hellas (CERTH)**
- ✓ **Hellenic Institute of Transportation
Engineers (HITE)**
- ✓ **Central Union of Greek Municipalities**



National Guidelines development

The committee commenced its activities in September 2016 and completed the preparation of the Guidelines in June 2017.

The guidelines describe precisely:

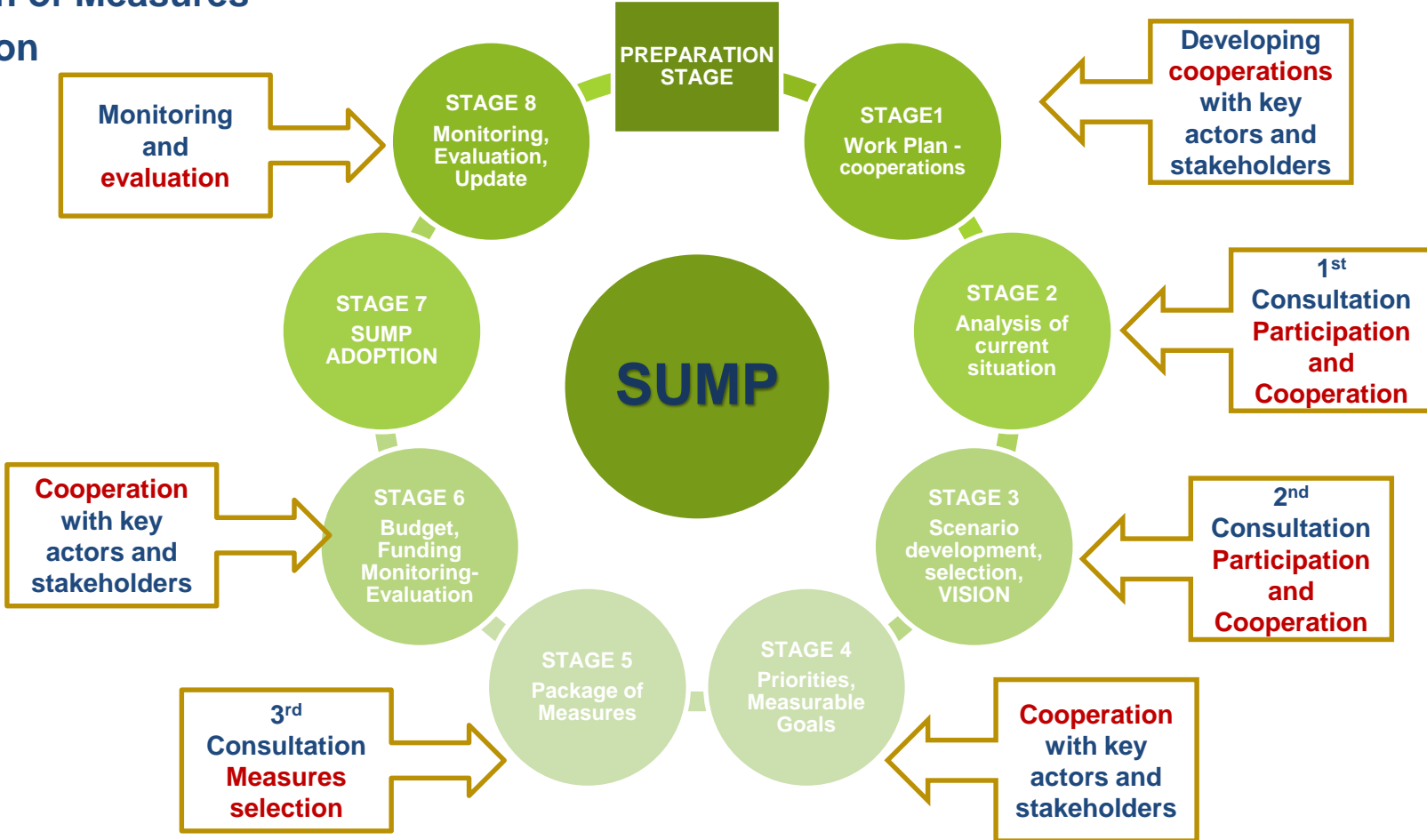
- ✓ The **responsible bodies** for the establishment of SUMP
- ✓ The alternatives for defining the **intervention area**
- ✓ The **basic stages of SUMP development** (in line with the European Guidelines by merging some steps)
- ✓ The **minimum required data**
- ✓ The **synthesis and responsibilities of the key actors and stakeholders**
- ✓ The **SUMP document structure**

The bodies that will be responsible for SUMP development (Municipalities, Association of Municipalities, etc.) will prepare the specifications to procure them.

Simplification of SUMP cycle

4 Challenges:

- ❖ Participation
- ❖ Cooperation
- ❖ Selection of Measures
- ❖ Evaluation

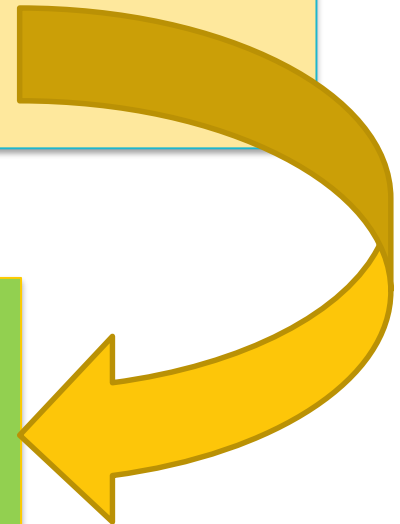


Minimum required data

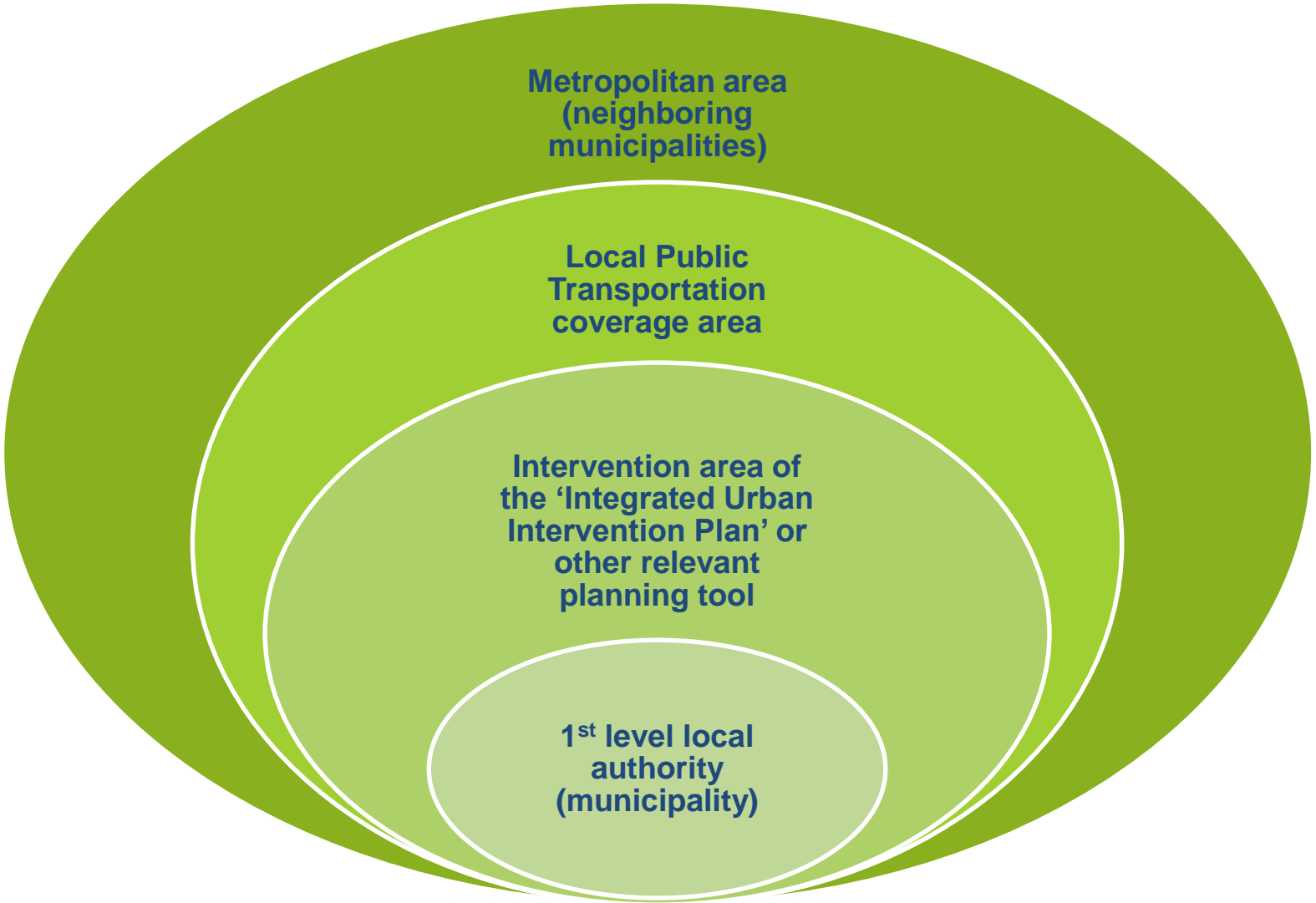
- A. Data from existing studies
- B. Land use & road network data
- C. Travel data
- D. Traffic accident / incident data
- E. Demographics

Population < 40.000 inhabitants
Elementary collection of traffic data

Population > 100.0000 inhabitants
Extensive traffic data collection required for 4 step
transportation planning modeling



Definition of the intervention area



The SUMP document structure

PART A:

SUMP Development Plan, Stakeholders & Citizens Involvement

PART B:

State of the art analysis & opportunities

PART C:

Scenario Development & Common Vision

PART D:

Defining Priorities & Measurable Targets

PART E:

Proposed Measures & Action Plan

PART F:

Monitoring and evaluation of the SUMP

The finally approved text will be communicated to citizens through various activities (events, meetings, forums, etc.)

Establishment of a Sustainable Urban Mobility department in the Ministry

The Transport Development Directorate consists of the following Departments*:

- a) Department of Transport Design and Development
- b) Supply Chain Department
- c) Department of Air Transport
- d) Department of Sustainable Urban Mobility**

The responsibilities of the Department of Sustainable Urban Mobility include:

.....
c. Support, through guidelines, training programs, etc. bodies developing or implementing sustainable urban mobility plans and actions.
.....

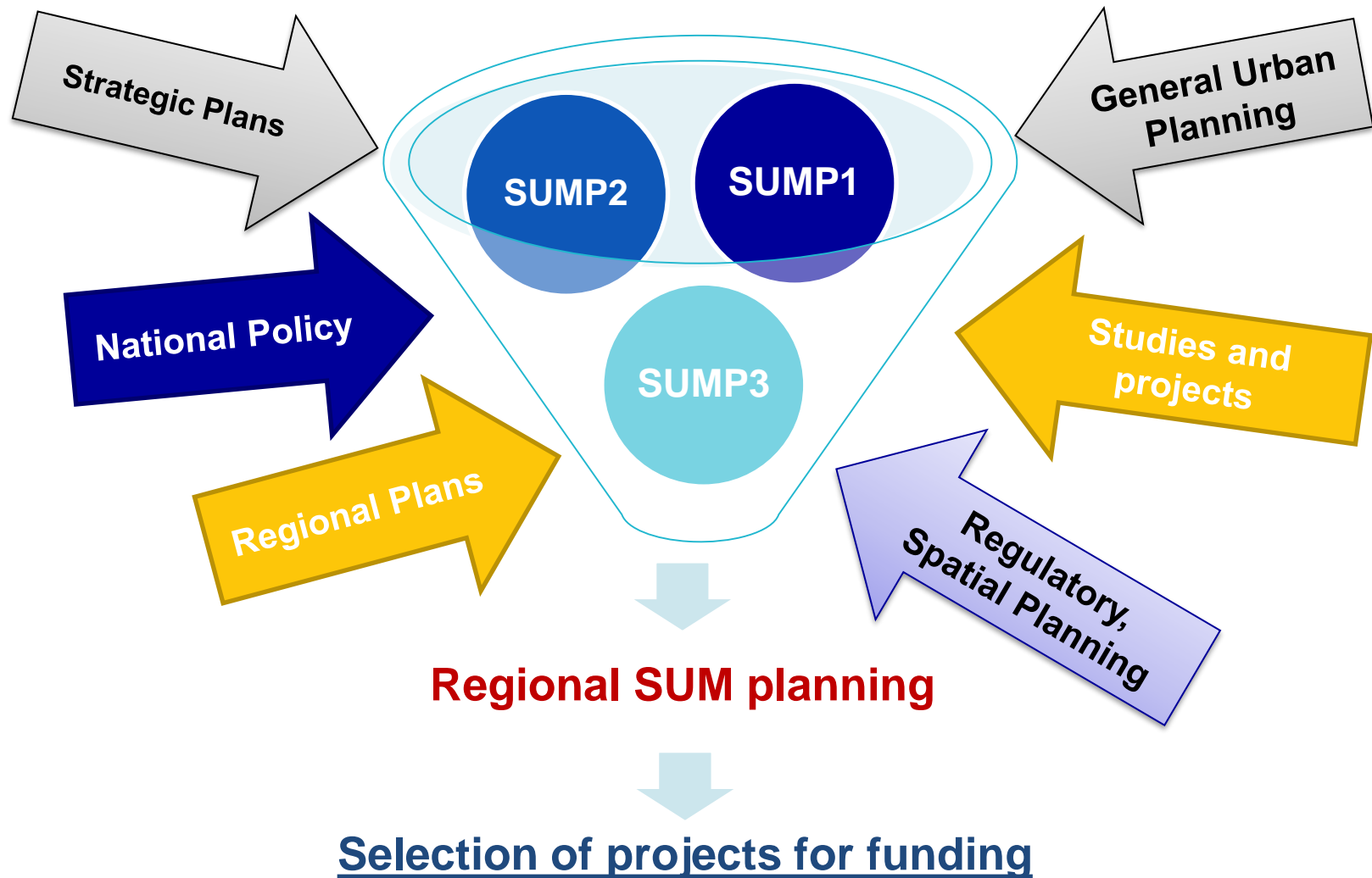
f. Supervise the process of developing Sustainable Urban Mobility Plans and monitor / evaluate their implementation.

** Presidential Decree 123/2017 –
Government gazette issue 151 / A / 12-10-2017
Organogram of the Ministry of Infrastructure and Transport*

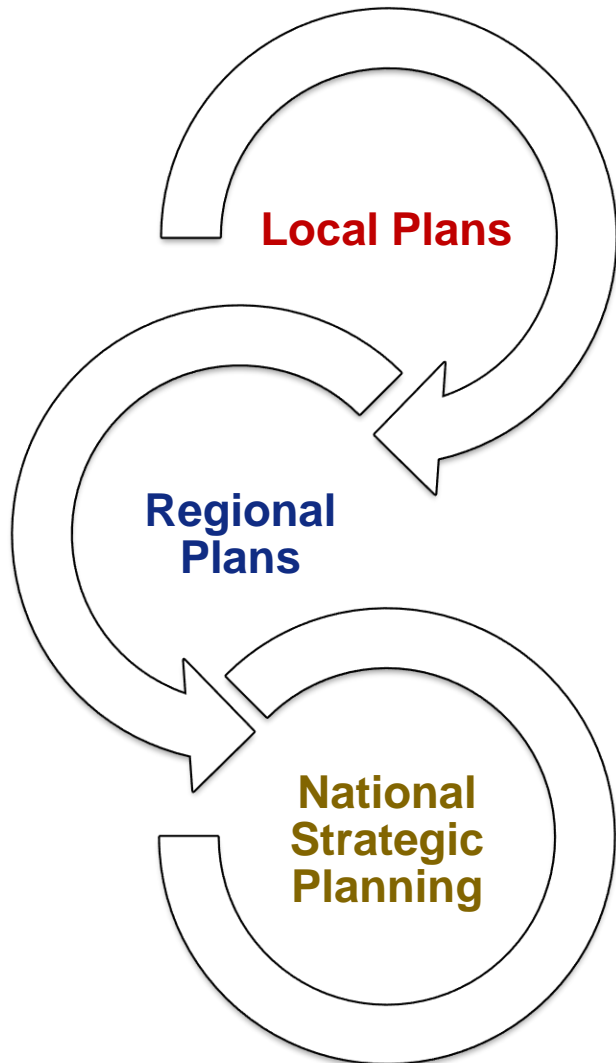
The role of Regions

- ✓ The **Regional Operational Programmes (ROPs)** are the main sources for financing the measures and projects that will be proposed by SUMP
- ✓ In the objectives of each Region and the existing ROPs, **reducing air pollution from transport and enhancing sustainable mobility is a key objective.**
- ✓ One of the major problems faced by the Regions is the **lack of mature project proposals from the municipalities** that are taking regional planning into consideration and have relevance and synergy with neighboring areas' planning.

The role of Regions



Integrated planning



Final Goal:

- ✓ **Integrated and complementary planning** of urban transport with economic planning and policies related to spatial development.
- ✓ Selection of **projects and actions with recognizable added value.**



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