

URBAN AGENDA for the European Union

Partnership on Urban Mobility

ORIENTATION PAPER

**** This document reflects the discussion on the Partnership's future thematic focus at the time of its kick-off meeting in February 2017 and the second Partnership meeting in May 2017. It is a draft paper that will be further discussed at future partnership meetings. ****

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1 PARTNERSHIP COMPOSITION

1.1 Partnership members

The Partnership consists of five Member States, eight cities, two regions, three Directorates-General of the European Commission, European Investment Bank, two European umbrella organisations and (so far) three stakeholders:

Member States

1. Cyprus
2. **Czech Republic** (Co-coordinator)
3. Finland
4. Romania
5. Slovenia

Cities (and regions)

6. Bari (IT)
7. Bielefeld (DE)
8. Burgas (BG)
9. Gdynia (PL)
10. **Karlsruhe** (DE - Co-coordinator)
11. Malmö (SE)
12. Nijmegen (NL)
13. Skåne Region (SE)
14. Torres Vedras (PT)
15. Wallonia Region (BE)

EU Institutions

European Commission

16. DG REGIO
17. DG MOVE
18. DG ENVI

Others

19. European Investment Bank

Umbrella Organisations

20. CEMR
21. EUROCITIES

Stakeholders

22. European Cyclists' Federation
23. POLIS
24. UITP



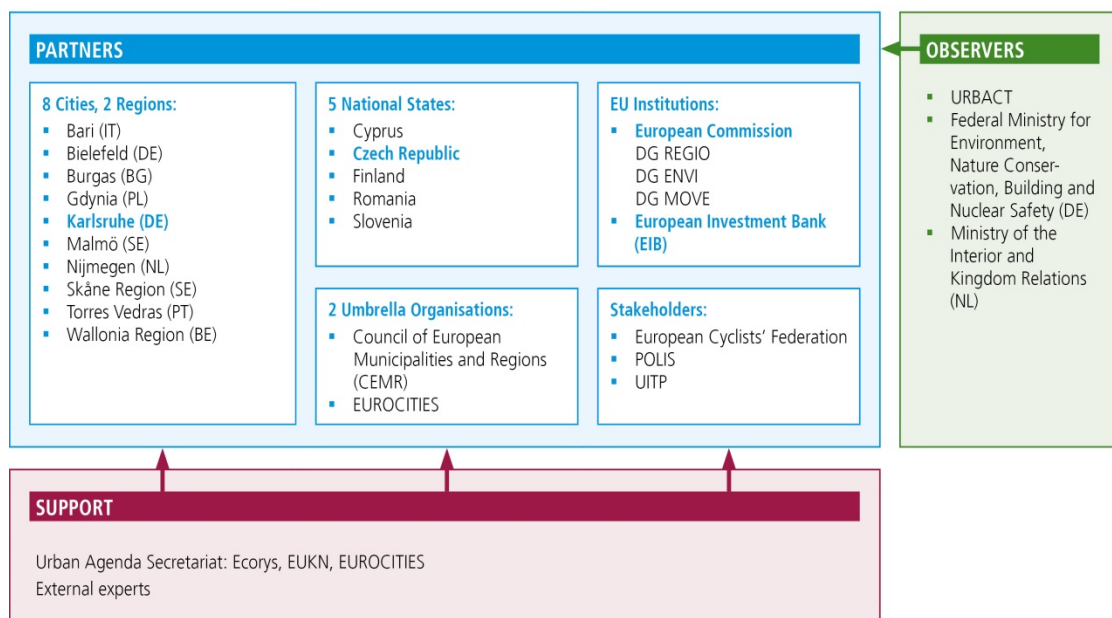
Observers

In addition to the official partners, the OP URBACT III, the German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BMUB), and the Dutch Ministry of the Interior and Kingdom Relations will act as observers to the Partnership. URBACT will also actively take part in the Partnership's work.

Support

Urban Agenda Secretariat (Ecorys, EUKN, EUROCITIES)
External experts

PARTNERSHIP COMPOSITION



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2 OBJECTIVES OF THE PARTNERSHIP

2.1 Presentation of Urban Mobility

A. *What has already been done (existing strategies, policies, legislation, funding instruments, Working Groups, networks, projects, databases, etc.):*

Commission papers on urban mobility, e.g.:

- **2007 - Green Paper on Urban Mobility**
- **2009 - Action Plan on Urban Mobility**
- **2011 - White paper (chapter on urban mobility)**
- **2013 - Urban Mobility Package UMP (highest profile paper).**

The Partnership complements other existing initiatives:

EC/EU initiatives:

- **CIVITAS 2020 (an initiative bringing together 20 mobility research and innovation projects in Horizon 2020)**
- **Smart Cities and Communities EIP**
- **Platform on Sustainable Mobility Plans**
- **MS Expert Group on Urban Mobility**
- **JPI Urban Europe**
- **ELTIS Knowledge Portal**
- **Covenant of Mayors**
- **Other relevant initiatives.**

Networks and associations:

- **EUROCITIES (Mobility Forum)**
- **POLIS**
- **UITP**
- **European Cyclists' Federation**
- **Other relevant actors.**

The complete overview of existing programmes will be set up in greater detail during the first period of the functioning of the Partnership.

The Urban Mobility Package encourages cities to develop their own integrated policies for sustainable urban mobility to suit their needs and circumstances. One distinguishing feature of the Urban Mobility Package is that the emphasis is placed on the national level. The Partnership seeks to adopt a co-operative approach taking into account the relationships between the Commission,



Member States, regions and cities. The challenge is to avoid duplication and fragmentation.

Since the Urban Mobility topic is already well covered by other initiatives, the Partnership on Urban Mobility (PUM) should not copy the work of other relevant actors but go beyond them in identifying issues that have not yet been addressed. Actions should address real and important needs and relate to a significant number of cities or Member States. These should comprise new measures avoiding 'recycling' of elements already planned or implemented. These actions should be clear and detailed enough to facilitate implementation. From this point of view, the Partnership's multi-level governance is crucial, as well as the involvement of several related Directorates-General of the European Commission, alongside urban areas of all sizes.

B. What are the problems, solutions and potentials: Why is it relevant for the EU Urban Agenda, for cities and their citizens?

Urban mobility is currently facing changing circumstances: rising congestion, related air and noise pollution, climate change, the search for alternatives to fossil fuels and other limited resources, advancing urbanisation and the crisis of public budgets are examples of the forces set to determine the development of transport and mobility in Europe. Using a wide range of interconnected measures and strategies, the challenge is to deal with the increased demand for mobility whilst developing a resilient mobility system meeting the future challenges. Urban mobility concepts have to take particular account of connecting suburban areas, metropolitan areas and cross-border traffic. The cityscape, environmental and social compatibility are vital aspects which also need to be reflected. This planned action is also in line with recent related international agreements the EU has signed: Habitat III Agenda, Paris Climate Agreement and Agenda 2030, for sustainable urban mobility.

The future challenge lies in achieving a broader understanding of urban mobility and how to implement urban mobility policies for a functional urban area within a broader and integrated framework enabling sustainable urban development:

- Urban planning and mobility development must be seen as two sides of the same coin as transport and mobility are variables dependent on settlement structures and land use.
- The strong connection between environmental quality and mobility must be seized as the only way of contributing effectively to reaching the agreed limit values for, inter alia: climate, air quality and noise protection.
- Currently, more than 130 cities across the European Union persistently



exceed air quality standards – with road transport being a key contributor (especially regarding nitrogen dioxide, NO₂).

- Mobility must be considered as a technical and social task, focusing on people's requirements with regard to their needs and taking their individual living and working conditions into account.
- The guiding principle must be to connect the various modes of transport within an overall system and to develop and utilise their respective strengths.
- Integration of various infrastructural, service and organisational/regulatory measures covering and connecting all the transport modes is essential to address urban mobility as it relates to many complex challenges that can only be tackled in a joined-up way

The PUM should take the Urban Mobility Package as a starting point and focus on the current distribution of roles between EU, national, regional and local levels whilst recognising the SUMP as a key concept giving cities sufficient flexibility in taking EU policies and goals into account.

Mobility provision has a significant impact on all areas of society and sectors of the economy. Therefore, the issues that the PUM is going to tackle are also related to many EU priority objectives. In particular, the challenges arising from air quality, climate, energy, jobs and economic growth must be addressed.

C. What issues is the Partnership focused on? Are there any other important issues to be addressed at a later stage?

Potential priority areas of the Partnership on Urban Mobility

- Developing Sustainable Urban Mobility Plans (within the broader framework of integrated urban development strategies).
- Creating the right framework conditions (at EU, national and/or regional levels) to ensure that towns and cities can tackle urban mobility challenges successfully.
- Practical approaches to avoid motorized individual urban traffic and promote sustainable and low-emission mobility (e.g. car sharing and city bike schemes).
- Further developing strategies for smart mobility across all transport modes, focusing on sustainable transport modes (public transport, cycling, walking) drawing on the digital transformation and networked information in implementing new technologies.
- Promoting modern, digitalised mobility which includes urban neighbourhoods.



- Reinforcing functional links between cross-border regions of EU member states.
- Ensuring comprehensive long-term investment into public transport infrastructure.
- Ensuring equal access to transport for all and equality of all transport modes.
- Identifying the potential of future-oriented technologies (e.g. autonomous driving, e-mobility, hydrogen mobility).
- Developing intermodal and multimodal mobility concepts for passengers and goods supported by appropriate digital infrastructure.
- Europe-wide interoperability of technology systems allowing for cost-efficient and user-oriented policies (inter alia: road pricing and access restriction schemes in cities).
- The role of urban vehicle access restriction (i.e. low emission zones, clean air zones, (temporary) driving restrictions and/or bans) in shaping urban mobility: experiences, benefits and challenges.
- EU funding for sustainable (regional, cross-border) transport plans.

2.2 Scope of the Partnership

Mobility is a highly interlinked topic. Important issues of integrated urban development, such as sustainable urban development, urban climate change, innovative mobility, and a people-orientated design of social cities cut across sectors and departments to involve a wide range of stakeholders within network structures.

The EU Urban Agenda topics are interconnected and address all sectors of urban development. Especially Partnerships on Sustainable Use of Land, Air Quality, Energy Transition and Digital Transition have a high proportion of common aspects and possible overlaps. It is very important to get involved and to exchange information with other Partnerships under the EU Urban Agenda, but also to achieve a clear distinction at the same time.

The PUM kick-off meeting identified the following thematic groups:

- Governance (horizontal approach) and planning
- Active modes of transport (walking, cycling) and the use of public space
- Innovative solutions and smart mobility
- Public transport for the city/region and multi-modality

Partners suggested additional topics associated with:

- urban freight and logistics;



- decarbonisation (zero-emissions);
- road safety;
- urban vehicle access restriction schemes;
- inclusive and accessible mobility; and
- implementing the “mobility as a service” concept in urban mobility planning.

The inclusion of additional topics in the scope of the Working Groups will be discussed at a later stage.

2.3 Overall objectives

The Partnership’s overall objectives are to foster sustainable and efficient mobility in urban areas, to provide better services to citizens, and create new opportunities based on innovative solutions in EU cities. These goals can be achieved only if they are included in EU policies and legislation. The Partnership will perform a review of the current status quo and identify existing major obstacles to the wider implementation of sustainable urban mobility, and propose legislative, political and financial proposals at EU and Member State levels necessary to promote sustainable urban mobility throughout the EU. The Partnership also seeks to promote and share best practices across the EU.

2.4 Specific objectives

2.4.1 Better Regulation

“The Urban Agenda for the EU focuses on a more effective and coherent implementation of existing EU policies, legislation and instruments. Drawing on the general principles of better regulation, EU legislation should be designed so that it achieves the objectives at minimum cost without imposing unnecessary legislative burdens. In this sense the Urban Agenda for the EU will contribute to the Better Regulation Agenda. The Urban Agenda for the EU will not initiate new regulation, but will be regarded as an informal contribution to the design of future and revision of existing EU regulation, in order for it to better reflect urban needs, practices and responsibilities. It recognises the need to avoid potential bottlenecks and minimise administrative burdens for Urban Authorities.”¹

2.4.2 Better Funding

“The Urban Agenda for the EU will contribute to identifying, supporting, integrating and improving traditional, innovative and user-friendly sources of funding for Urban Areas at the relevant institutional level, including from

¹ Urban Agenda for the EU – Pact of Amsterdam, Article 5.1



European structural and investment funds (ESIF) (in accordance with the legal and institutional structures already in place) in view of achieving effective implementation of interventions in Urban Areas. The Urban Agenda for the EU will not create new or increased EU funding aimed at higher allocations for Urban Authorities. However, it will draw from and convey lessons learned on how to improve funding opportunities for Urban Authorities across all EU policies and instruments, including Cohesion Policy.”²

2.4.3 Better Knowledge

“The Urban Agenda for the EU will contribute to enhancing the knowledge base on urban issues and exchange of best practices and knowledge. Reliable data is important for portraying the diversity of structures and tasks of Urban Authorities, for evidence-based urban policy making, as well as for providing tailor-made solutions to major challenges. Knowledge on how Urban Areas evolve is fragmented and successful experiences can be better exploited. Initiatives taken in this context will be in accordance with the relevant EU legislation on data protection, the reuse of public sector information and the promotion of big, linked and open data.”³

2.4.4 Cross-cutting issues

In all project phases the Partnership will take into account cross-cutting issues such as:

- Good urban governance;
- Urban-rural, urban-urban and cross-border cooperation;
- Sound and strategic urban planning;
- Integrated approach;
- Innovative approaches;
- Impact on societal change, including behaviour change;
- Challenges and opportunities of small- and medium-sized cities;
- Urban regeneration;
- Adaptation to demographic change;
- Availability and quality of public services of general interest;
- International dimension (i.a. Habitat III, Paris Climate Agreement, and the Sustainable Development Goals).

² Urban Agenda for the EU – Pact of Amsterdam, Article 5.2

³ Urban Agenda for the EU – Pact of Amsterdam, Article 5.2



2.5 Challenges in relation to the above objectives

The subsidiarity principle and the range of competences require an integrated approach across all governmental levels. A case-by-case approach could be best suited to deliver specific results. Therefore, the views gathered addressed the following questions:

Q1) Which are the main challenges associated with this specific topic?

Q2) Which challenges can be addressed at local, regional, Member State and EU level?

Q3) Which are the main elements of the EU regulatory framework? Are there any gaps in this framework?

Q4) Which are the main EU funding instruments used? What are their limitations?

Q5) Which are the main platforms for knowledge exchange? Are any topics missing?

Regarding the conditions of the identified thematic groups, the following challenges and fields were identified:

2.5.1 Active modes of transport (walking, cycling) and the use of public space

Despite the increasing evidence that walking and cycling can deliver positive effects for urban areas, these are still not perceived as serious and fully-fledged transport modes complementing and supporting other modes. This leads to a number of other issues, such as being neglected in policy which when combined with scarce urban space makes it challenging for politicians to allocate space and funding appropriately.

The challenge of achieving an appropriate perception for active transport modes runs through all levels of governance. It must be acknowledged that funding is a common challenge, from the EU all the way down to local level. The same applies to strategic planning (including land-use planning that supports sustainable short-distance travel).

With regard to the regulatory framework, the vision and strategy must be understood in order to address regulatory challenges and produce specific solutions. EU competencies in these fields require further clarification. For example, the EU could provide technical guidelines (e.g. speed limits, active mobility infrastructure planning, etc.) and encourage best practice (e.g. monitoring cycling and walking, behaviour change campaigns, national/regional/local cycling plans, etc.).



In terms of funding, more trust in cities and regions is required. However, funding should remain results-driven. This requires appropriate indicators for the allocation of adequate funding. The lack of funding indicates that cycling and walking are not considered sufficiently important in comparison to other innovative solutions. Consideration should be given not only to direct funding but also to regulations which might generate indirect funding (e.g. tax as indirect subsidy).

Multiple platforms are in place for knowledge sharing but they are not always up-to-date or complete. Networks are often membership-based and rely on cities' intrinsic motivation, which leaves the problem of outreach to non-members. The high costs of membership are seen as another obstacle for some cities.

The topical focus of the work to be done includes studying the connection between quality of life, mobility and urban planning, building a European vision backed by political support, looking at a results-oriented funding framework (defining and measuring progress towards targets), implementing current strategies and connecting with funding, incentives, etc.

2.5.2 Innovative solutions and smart mobility

At a local level it is important to identify how existing framework conditions can be improved to promote innovative solutions and the transition to smart mobility. One challenge at regional level is to understand how multiple providers can be integrated and how mobility as a service can be used within a framework of multiple providers.

Mobility as a service and in particular new, innovative mobility services in a wider context all need open data but in particular open APIs (application programming interface). Cities should jointly develop common standards and best practices in how to develop open APIs. Smart data and API policies enable the formation of multiple providers (blocking monopoly effects), on-demand and user-centric services. Simultaneously, they can fuel far smarter urban planning, including service provision and land-use.

Innovation moves very quickly whilst regulation does not keep up with the same pace. The EU should set standards for innovation but should not impede innovation. The challenge is to keep regulation flexible whilst encouraging innovation. Switching to multimodal systems presents further challenges related to passenger rights, whilst vehicle classification needs to adapt to a changing environment of innovative vehicles. At the same time, innovative structures are also required to promote the uptake of clean vehicles.



Funding instruments are seen as not evolving quickly enough to match market innovations. Outdated funding schemes are still in place. Making funding available for small-scale innovations and providing further support for scaling up funded projects presents further challenges. There is also a need for a coherent overview of funding tools.

Knowledge exchange is seen as being especially necessary with regard to innovative mobility solutions and smart mobility. Businesses are not always aware of existing platforms. There are many lessons to be learnt from best practice but knowledge can also be gathered from examples of poor practice.

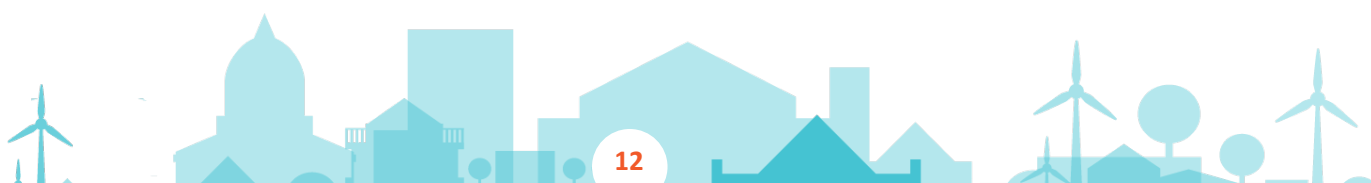
Conflicts seem to arise from the traditional “silo” modal delineation of transport. Intelligent and smart transport needs to be defined more horizontally across modes. There is a need to look into the ways in which citizens get involved in the process of designing new solutions, and understanding ways to address emerging business models and financing schemes.

In order to further structure and develop potential actions under this topic, four additional sub-topics have been identified:

1. Collection and (real-time) accessibility of quality data
2. Mobility as a service
3. Clean vehicles
4. Creating an innovation-friendly environment

2.5.3 Public transport for cities/regions and multi-modality

In the new world of multimodal transport, distinctions between transport modes and public and private transport are becoming increasingly blurred. Understanding how to best orient public transport companies and learning how to innovate present a further challenge in this new context. Financing tools are complicated and difficult to use for public transport companies. Aligning transport planning between regions and Member States is an additional challenge. The EU may put together a framework to align all transport planning levels. A further challenge relates to standardising the orientation of public transport across all EU cities. This could be an action to be taken at EU level. There is also a need to increase the competitiveness of public transport and to address the lack of national incentives to trigger behaviour change. Also considerations about efficiency and clean mobility will be included in this group work.



2.5.4 Governance

Transport policy is a shared competence between Member States and the European Union while urban mobility in most countries remains primarily a responsibility for local authorities who organise and run their own transport. In addition, many transport related challenges depend on EU and national levels, but are experienced and dealt with at the local and regional levels, such as air quality, accessibility, freight, noise, sustainable public transport, facilitation and encouragement of new technologies such as electric cars.

Decisions are however often taken by Member States and at EU level, without collaborating effectively with the local level, which is closest to the citizens and most competent when it comes to urban mobility matters and will actually have to implement decisions on the ground.

Cities of all sizes need to be involved in the process of choosing and prioritising investments. Otherwise, projects chosen purely by higher geographical levels may not be in line with territorial needs. Moreover, local knowledge and capacity are needed to develop and implement plans, to understand the opportunities offered, and to develop the needed financing instruments.

Against this background, the Governance group has a horizontal umbrella function with strategic focus. Challenges identified relate to monitoring the implementation of strategies, securing local level (municipality and citizen), involvement in the preparation of strategies at all levels, promoting transparency and clarifying the reasons for choosing a strategic focus at the various levels of governance. Also important is the mismatch between technological developments and the existing regulatory framework which prevents quick implementation.

There also seems to be a need to interconnect planning at different levels to ensure coherent planning at EU/Member State, regional, and local levels. Mutual support is required to ensure that efforts and funding remain focused. Regions may coordinate local incentives and Member States provide support for regional planning. The EU could provide a framework to ensure the implementation of local incentives. The persistent question relates to whether the national level is really appropriate for managing funding of local level actions. The concept for Sustainable Urban Mobility Plans (SUMP) describes the main features of a modern and sustainable urban mobility and transport planning and it is seen as a highly important tool to approach these questions.

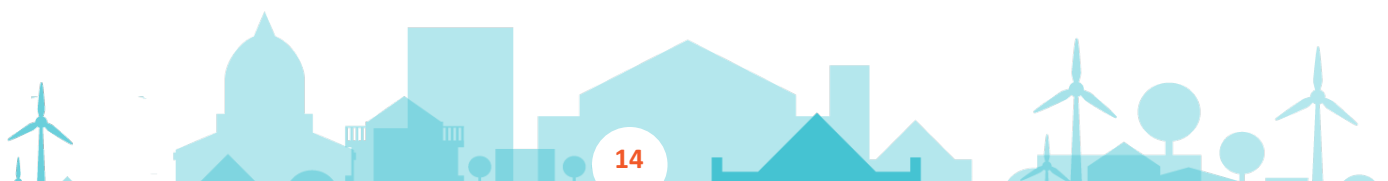
In terms of regulation and funding, greater flexibility should be ensured at all levels. It is essential to introduce a city dimension in designing a funding



framework. Cities should remain involved in the preparation of EU funding priorities.

According to the current status of the Partnership works being done, the Working Group will specifically elaborate the following sub-topics with regard to improving multi-level governance:

- Improving urban-rural cooperation (incl. coordination with national level and with special focus on cross-border mobility)
- Establishing Mobility as a Service (in accordance with Working Group 2)
- Linking European mobility to global developments (i.a. SDGs, New Urban Agenda)
- Matching funding to cities' needs (incl. more funding for active modes)
- Strengthening cities' influence in post-2020 planning.



3 FUNCTIONING OF THE PARTNERSHIP

3.1 Working arrangements and internal communication

The Partnership is coordinated by the Ministry of Regional Development of the Czech Republic (**Department of Regional Policy, Urban Policy Unit**) and the City of Karlsruhe (**Department for External Relations, Urban Planning Department**).

The involvement of several departments within these two institutions and their national partners enables sharing of the work load of the overall management/coordination (and mobility related aspects) of the Partnership.

The responsibilities of the Coordinators include⁴:

Coordinating and organising the Partnership's work:

- Setting up working structures (management team, Working Groups, involvement of stakeholders and experts)
- Coordinating and monitoring work processes
- Allocating the work among the partners and management team
- Defining and, if necessary, adapting the work plan and timetable
- Informing about deliverables, ensuring that deliverables are to deadline
- Organising, preparing and chairing Partnership meetings
- Communication of progress (via website, articles, etc.).

Representing the Partnership:

- Contact to the European Commission; regular reporting on progress of work
- Representing the PUM at UA Coordinators' meetings
- Representing the PUM at UDG/DGUM meetings
- Representing the PUM at the Member States' Expert Group on Urban Mobility
- Cooperating with other UA Partnerships (liaising with relevant PUM Working Groups, informing about and sharing of work results, etc.)
- Animating the "second circle" (via website, workshops, conferences, etc.).

Both Coordinators established their **Advisory Boards** to support the Partnership's work. These Advisory Boards consist of mobility experts from other relevant national ministries, municipal departments, research institutions and universities as well as from public transport companies and the economy. The Advisory Boards will be informed about the Partnership's work on a regular

⁴ Urban Agenda for the EU – Pact of Amsterdam, Working Programme, Part D



basis. The members of the Advisory Boards are willing to bring in their expertise on specific mobility issues.

The Coordinators will involve experts and advisors based on contracts via the Secretariat of PUM.

The Coordinators set up a **Management Team** consisting of the Coordinators, the Secretariat and the European Commission's representatives. The Management Team will meet on a weekly basis (by telephone conference) in order to discuss the day-to-day business of the Partnership.

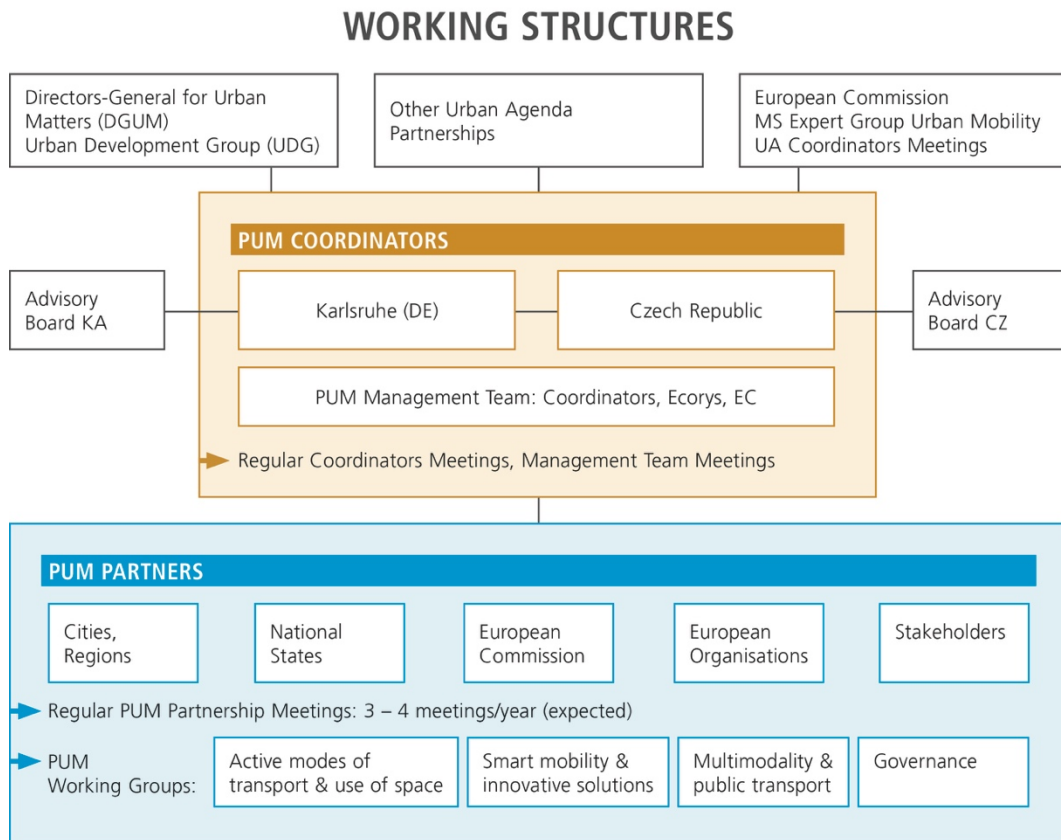
The Coordinators will set up **Working Groups** on specific mobility issues. The coordination of the Working Groups will be left to one or more of the partners. The responsibilities of the Working Group leaders include:

- Organising, preparing and chairing Working Group meetings (face-to-face, phone/Skype conferences)
- Defining and allocating the work among Working Group members
- Reporting on progress towards Coordinators
- Delivering work results according to PUM timetable
- Delivering information for second circle (via website, articles, etc.)
- Communicating and exchanging with other UA partnerships.

The results of the Working Groups will be discussed with all partners at the Partnership's meetings. According to the work progress, there will be up to five **PUM Meetings** with all partners a year. If possible, PUM Meetings will be linked to relevant conferences, workshops, etc. (e.g. European Week of Regions and Cities, EUROCITIES Mobility Forum, mobility fair/exhibition IT-Trans 2018, UDG/DGUM meetings).



The overall working structures of the Partnership are summarised in the following diagram:



3.2 Involvement of political decision makers

For the success of the Partnership it is crucial to involve political decision makers at local, regional and national level in the Partnership’s activities. The partners will discuss opportunities for meeting this objective (e.g. PUM Mayors Meetings) at the following PUM meetings.

3.3 Involvement of mobility experts from the national level

The involvement of mobility experts from the national level is also crucial for the Partnership’s success. Thus, the partners representing Member States (Cyprus, Finland, Slovenia, and Romania) will play an important role in the Partnership’s work. In addition, the Coordinators will actively address national mobility experts e.g. via the “Members States’ Expert Group on Urban Mobility” set up by the



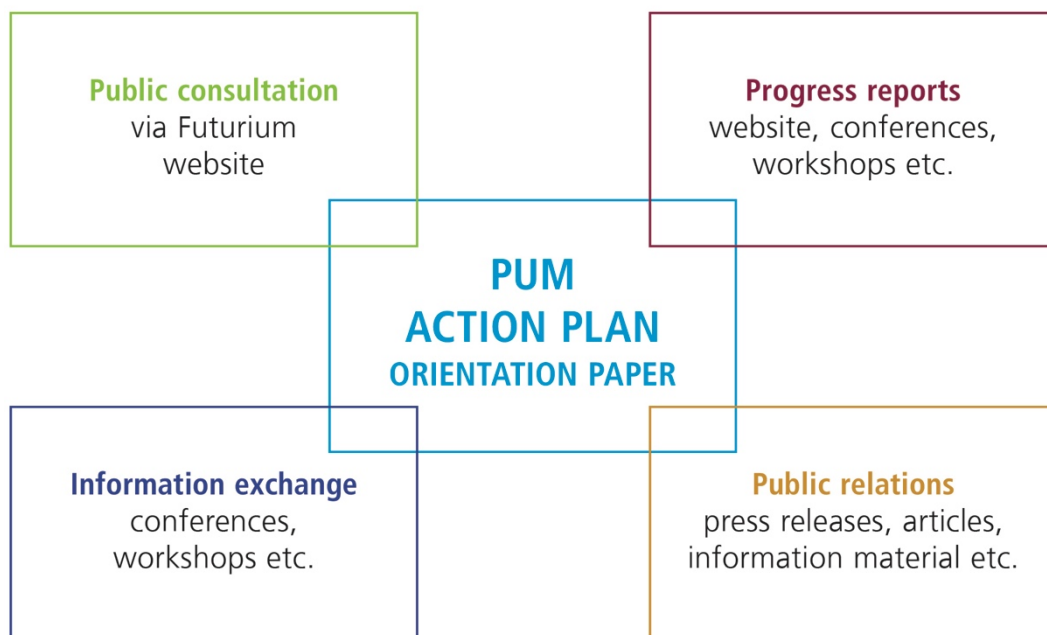
European Commission in 2014. The Coordinators will participate in the group meetings on a regular basis and will address its members with specific questions which arise from the Partnership's work.

3.4 Communication strategy and outreach activities

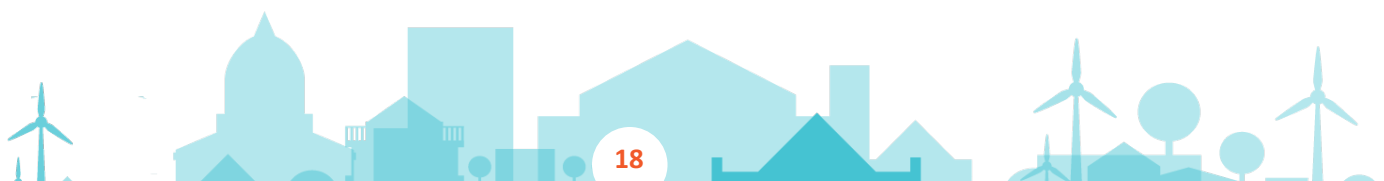
In the coming months, the Coordinators and the Secretariat will develop a communication strategy for the Partnership. The strategy will include the following aspects:

- Implementation of a public consultation on the draft PUM Action Plan
- Effective use of the new FUTURIUM website (PUM sub-page)
- Outreach to the "second circle" (i.e. by participating in workshops)
- Representation of the Partnership at external events
- Public relations (press releases, articles, information material, etc.)
- Use of social media.

INFORMATION, CONSULTATION, DISSEMINATION



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3.5 Role of the Secretariat

Support to the individual Partnerships will be provided by project managers and junior coordinators, together with experts and support staff. For Urban Mobility, the following persons are supporting the Partnership:

- Project Manager: Marie-José Zondag
- Junior Coordinator: Ioannis Giannelos

The tasks of the technical secretariat are fivefold, namely:

- A. Support for the Coordinators
- B. Provide expertise to the partnerships
- C. Outreach and communication
- D. Reimbursement of travel costs
- E. Support for the Commission

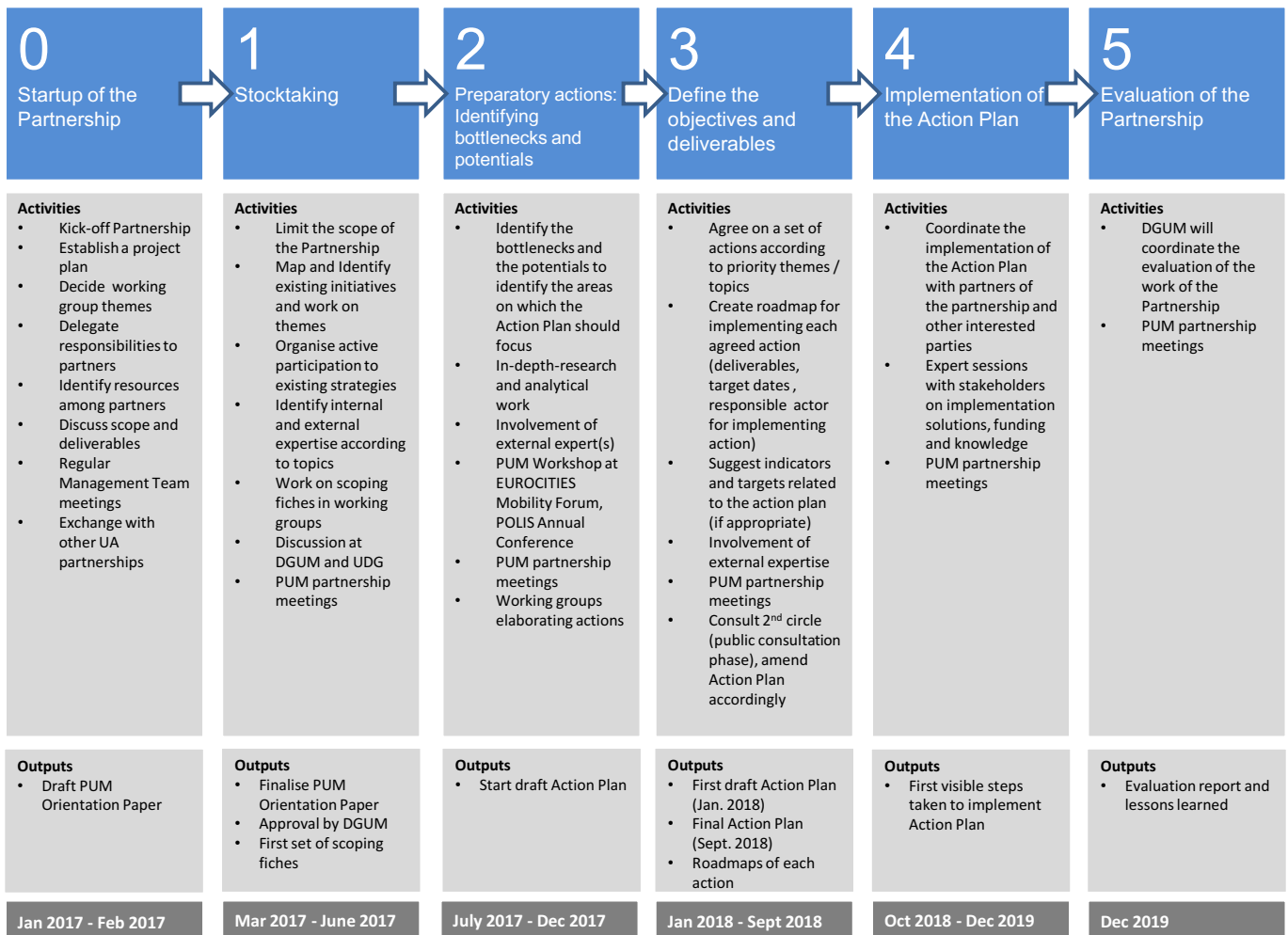
Tasks	Explanation
Support for the Coordinators	<ul style="list-style-type: none"> • Assist Coordinators in setting up the Partnership • Organise mailing lists for each Partnership • Creation and update of a calendar of events • Assist the Coordinators with organising meetings • Participate in all meetings and drafting minutes
Provide expertise to the Partnerships	<ul style="list-style-type: none"> • External expert with EU experience on the topic • Analytical work, review documents, draft documents, etc. • Does not replace the expertise of members (only if needed)! • Contract with the Secretariat
Outreach and Communication	<ul style="list-style-type: none"> • Prepare information material • Maintain the collaborative platform (website/Futurium) • Organise one-day workshop / Partnership / year • Assist Coordinators in a workshop at the European Week of Regions and Cities (October)
Reimbursement of travel costs in exceptional cases	<ul style="list-style-type: none"> • Reimbursement of costs is only possible for cities and stakeholders (not for MSs and Coordinators) • In exceptional cases only • Has to be duly justified • The member is really needed (has already contributed in the past) • Has to be approved by the Coordinators + COM • Not more than 5 travels / Partnership / year
Support for the Commission	<ul style="list-style-type: none"> • Monitor the progress of each Partnership • Identify bottlenecks and areas for improvement • Report back to the COM and to the UDG/ DGUM • Draft guidelines and templates (if needed) • Organise two Coordinators' meetings per year • Provide assistance to the COM in managing UA



4 WORK PLAN

4.1 Overall work plan with deliverables, milestones and timing

The following two diagrams illustrate the overall work plan and indicate the milestones and deliverables:



Overall planning

Overall process	2017												2018				2019
	No. per year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Q1	Q2	Q3	Q4
2 Coordinator meetings																	
1 Kick off workshop																	
3-4 Partnership meetings																	
2 UDG																	
2 DGUM																	
1 Orientation Paper																	
Scoping Papers																	
1 Draft Action Plan																	
1 Consultation																	
Amend & final Action Plan																	
Implement Action Plan																	

4.2 Meetings of the Partnership Urban Mobility

Approximately four Partnership meetings are planned per year. Below is the indicative time plan for the partnership.

Phase	Type of event	Objective	Date	Participants
2017				
Start-up	PUM Kick-off /1st Meeting	First get-together of partnership, discuss scope of Partnership	23-24 Feb 2017, Prague	PUM partners, observers, political representatives
Stock-taking	2 nd PUM Meeting	discussion of focus topics, decision on Working Groups	3 May 2017, Brussels	PUM partners, observers
Stock-taking	3 rd PUM Meeting	Limiting scope of partnership, first discussion of actions; Linked to 11 th Federal Congress on National Urban Development Policy – 10 Years of Leipzig Charter” (12-14 June 2017)	14 June 2017, Hamburg	PUM partners, observers
Define Action Plan	4 th PUM Meeting	Discussion of draft actions; Linked to the European Week of Regions and Cities	October 2017, Brussels	PUM partners, observers
Define Action Plan	5 th PUM Meeting	Discussion of draft PUM Action Plan	Dec 2017, Malmö, Skåne Region	PUM partners, observers

2018				
Consultation	6 th PUM meeting + high level political meeting	Discuss draft Action Plan; first meeting of PUM political representatives; Linked to IT-Trans (6-8 March 2018)	March 2018, Karlsruhe	PUM partners (political level, working level), observers
Consultation	7 th PUM meeting	Discuss reactions from consultation; start drafting roadmap	May 2018, Burgas	PUM partners, observers
Consultation	8 th PUM Meeting (+ workshop)	Finalise Action Plan and draft roadmap for implementation	June 2018, Nijmegen (tbc)	PUM partners, observers, all interested actors
Action Plan approved	9 th PUM meeting	Action Plan endorsed and approved by PUM + roadmaps per action	Sep 2018	PUM partners, observers
2019				
Implementation	PUM meeting		Tbd	
Implementation	PUM meeting		Tbd	
Implementation	PUM meeting		Tbd	
Implementation	PUM meeting		Tbd	



4.3 Working structures of the Partnership Urban Mobility

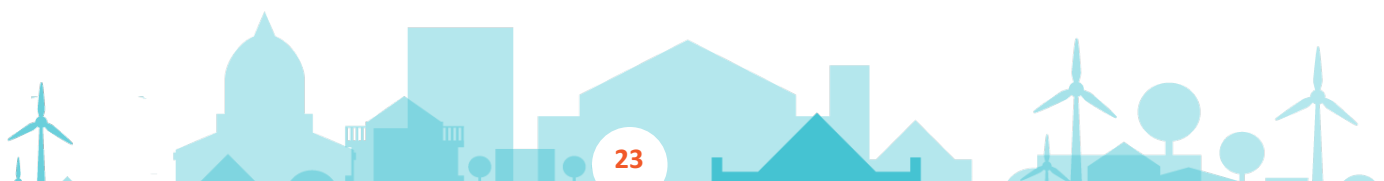
PUM Working structure

Cross-cutting issues concerning all Partnerships: Good urban governance, ... <small>OP chapter 2.4.4</small>
PUM overall objectives: Sustainable and efficient urban mobility, ... <small>OP chapter 2.3</small>

topics	WG1: Active modes of transport (walk/cyc) and use of public space	WG2: Smart mobility and Innovative solutions	WG3: Multimodality and Public transport
subtopics	Better design and management of Public Space (incl. access regulations) Promoting and Enabling Behavioural Change Improving Active mobility infrastructure Link to improved and integrated Land Use Planning	Gathering and Usage of (realtime/open) Data Establishing Mobility as a Service (incl. sharing economy) Stimulating Clean vehicles Creating an innovation-friendly environment	Improving public transport systems with regard to city-region connectivity Improving public transport systems with regard to cross-border connectivity Making transport systems more connected and multimodal sharing-systems (car-sharing, bike-sharing)
horizontal topics	Road safety / Accessibility (for disabled, elderly, children, etc.)		
WG4: Governance	Linking European mobility to Global developments (i.a. SDGs, New Urban Agenda) Improving Urban-rural cooperation (incl. cross-border mobility)	Improving Multi-level governance in the field of mobility Matching Funding to cities needs	Strengthening cities' influence in Post-2020 planning

Specific Objectives = tools	Better funding	-> action/s	-> action/s	-> action/s
	Better Regulation	-> action/s	-> action/s	-> action/s
	Better Knowledge	-> action/s	-> action/s	-> action/s

Karlsruhe Schw/ VWag
Version 2017-05-16



4.4 The tasks of the Working Groups in 2017

Before the 2nd PUM meeting (May), the partners (Working Group members) will reflect on the following topics to enable a good discussion during the PUM meeting:

- What should the partnership focus on (see the above sub-topics within the four topics);
- Identifying what has been done already related to the topics and why it worked, resp. did not work;
- Identifying good and bad practices connected to measures or projects (outputs of questionnaire and additional ones);
- Elaborating what could have helped with previous experiences if there were improvements to knowledge exchange, funding opportunities or regulations. This would be an important input into the Action Plan.

Before the 3rd PUM meeting (June), the Working Groups will prepare the following under the guidance of the Chair/Vice-Chairs:

- Draft a first paper of the Working Group justifying the topics of focus and indicating the initial outcomes of the work. The outcomes should be framed in terms of identified opportunities for Better funding, Better regulation and Better knowledge exchange;
- Start defining Actions to deal with the urban mobility challenges identified.

Before the 4th PUM meeting (October), the Working Groups will prepare the following:

- First draft Action Plan (focused on Actions);
- Feasibility of the Actions and identification of the stakeholders involved.

Before the 5th PUM meeting (November/December), the Working Groups will prepare the following:

- Finalise the Action Plan (to be approved at the PUM meeting to enable consultation in early 2018);
- Draft roadmaps for each of the Actions.



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