

TAKING COOPERATION FORWARD



Webinar
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Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan (2nd edition)



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Structure of the presentation

1. **Why** do we need "SUMP"
2. What is a **Sustainable Urban Mobility Plan (SUMP)**?
3. How does the **SUMP process** work?
4. **Guidance documents: SUMP Guidelines** (2nd edition)



Why do we need "Sustainable Urban Mobility Plans"?

Challenges of urban transport planning

- Urban planning has become a **complex task**.
- Planners are confronted with often **contradictory demands**.
- What are the best strategies to respond to **economic, social, environmental** needs?
- How can cities and regions develop **consistent long-term strategies** while coping with the **day-to-day demands** of the travelers?
- **In which kind of city do we want our children to live?**



Transforming urban mobility with SUMP



Photo: © Susanne Böhler-Baedeker

Example: Ljubljana, Slovenia

Photo: © Vita Kontic Bezjak

EU policy framework for SUMP



■ Systematic concept development by European Commission

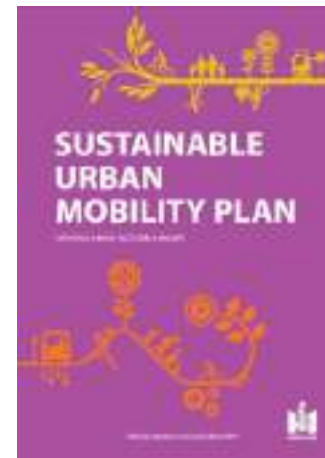
- Thematic Strategy (2006), Action Plan (2009), White Paper (2011), Urban Mobility Package (2013)
- SUMP support projects, Coordination Platform
- conferences, knowledge base in ELTIS
- SUMP Guidelines, Jan 2014/ Oct 2019 (www.eltis.org/mobility-plans)

■ Update of SUMP ("SUMP 2.0") in 2019: Second edition of the SUMP Guidelines, many Topic Guides, updated SUMP Self-Assessment

- Increasingly seen as a **requirement or "competitive advantage"** to attract **EU funding** for urban transport (e.g. in Structural and Investment Funds, Horizon 2020-CIVITAS, Connecting Europe Facility)



SUMP has become mainstream in Europe



What is a Sustainable Urban Mobility Plan (SUMP)?

What is a SUMP? – The definition.

Integrated, strategic, long-term transport plan with **clear goals** and **monitoring** that aims at better **accessibility** and **quality of life** for the **functional urban area**.

The essence of SUMP: The eight principles



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



5 Define a long-term vision and a clear implementation plan



2 Cooperate across institutional boundaries



6 Develop all transport modes in an integrated manner



3 Involve citizens and stakeholders



7 Arrange for monitoring and evaluation



4 Assess current and future performance



8 Assure quality



1) Plan for sustainable mobility in the „functional urban area“ (FUA)

Key aspects

- Aim for improved **accessibility** and **safe, clean** and **equitable** mobility
- Plan for area of **daily flows of people and goods** (usually not the administrative boundaries)



informal/soft coordination



inter-municipal structures



supra-municipal authorities

Benefits

- Creates **consistent activities** of municipalities in the same FUA
- Facilitates sustainable mobility **across municipal boundaries** (e.g. multimodal commuting)

GOOD PRACTICE EXAMPLE

Lille, France: Bi-annual political committee to steer parking policies on a metropolitan level

The Métropole Européenne de Lille has set up a Parking Committee so that political and technical representatives of the metropolitan level (i.e. the MEL) and municipal level (i.e. 95 municipalities) can reach agreement on parking policies. This committee's main goal is "to adopt a shared vision on the parking policy at the metropolitan scale [...] so to control car use and give public space back to people." The participation of all public authorities in an institutional framework allows for reaching political consensus. The transparency and trust of all the framework is a major factor of success. The Committee plans to produce a white book on parking which will define the principles for parking policy to be integrated in the SUMP.

Author: The Study on Urban Space Management in Lille, carried by Pöchl Engineering GmbH, Vienna, 2012.





2) Cooperate across institutional boundaries

Key aspects

- **Cooperate among departments** relevant to mobility (e.g. urban planning, health, environment, economy, social services)
- Exchange **across levels of government** and with transport providers

Benefits

- Helps to **harmonise policies** in related sectors (esp. urban and transport planning)
- Joint measures with **pooled resources**

GOOD PRACTICE EXAMPLE

Edinburgh, United Kingdom: Multi-disciplinary Spatial Policy Team

Edinburgh's SUMP is being produced by the Council's Spatial Policy Team. The core team comprises transport and mobility planners, air quality professionals and urban, landscape and spatial planners. The wider team that can contribute on a case-by-case basis draws on the skills and knowledge of specialists from a range of transport teams, active travel, public transport, road safety engineering, land-use planners, sustainable development officers, economists and communication experts. The team is working on and coordinating three major inter-related projects: The City Mobility Plan (CUMP), a city centre transformation strategy, and the introduction of a low-carbon zone in Edinburgh.

Author: City of Edinburgh Council, collected by Rupprecht Consult
Source: City of Edinburgh Council



GOOD PRACTICE EXAMPLE

Lahti, Finland: Integration of land-use and mobility planning

Lahti has developed an integrated strategic process, 'Lahti direction', for the combined planning of land use and mobility. The aim of the new approach, which was first implemented in 2019, is to build a sustainable city together with citizens, stakeholders and decision-makers. The process is ongoing and cyclical; the strategy will be updated every four years, or each council term. It includes the city plan, the SUMP, the environmental programme and the service network programme. The integrated approach has proven to work well so far: it enhances the cooperation between the land use and mobility planners and improves the engagement of citizens in the mobility planning process.

Author: Jouni Penttinen, City of Lahti, collected by UPC
Source: Jouni Penttinen, City of Lahti





4) Assess current and future performance

Key aspects

- Analyse all relevant transport **modes** and **sustainability aspects** (e.g. air pollution, traffic noise, road safety, liveability, equitable accessibility)
- Develop **baseline** and **alternative** scenarios

Benefits

- Identifies the main **problems** and opportunities
- Enables **fact-based decisions**

GOOD PRACTICE EXAMPLE

Gdynia, Poland: Partnership for data collection between municipality and public transport authority

In the past years, Gdynia has established a valuable partnership with different actors to collect data for mobility planning. Detailed interviews with citizens on mobility preferences and behaviours learned out by the public transport authority, GPS data collected in different campaigns and projects, traffic observations, as well as interviews on the street with pedestrians, drivers, and shop owners provide data. It is used (i.e. for heat maps, animations of cycling flows, and freight statistics) useful to transport and city planning. Developing a trustworthy relationship with your partners and making them part of the whole process helps you to both receive data and maintain the partnership for the future.

Source: City of Gdynia, collected by IBC



GOOD PRACTICE EXAMPLE

Malmö, Sweden: Comprehensive approach including manual, mechanical, survey and app-based data collection

The City of Malmö uses a mix of methods to collect data on the mobility situation as well as noise and air pollution. This includes manual and mechanical traffic counts twice a year, as well as travel surveys to measure changes and influencing factors of travel habits every five years. Next to the traditional way, the last survey was set up to be used in an online application for mobile phones. The key success factor is to connect the collected data to the public media and the follow-up of infrastructural investments in the city. This supports the decision makers in their actions for the development of the city.

Source: Malmö Sweden, City of Malmö, collected by IBC
Image: City of Malmö





5) Define a long-term vision and a clear implementation plan

Key aspects

- Well-established **vision** with suitable **strategic objectives** that guide measure selection
- Actions with agreed **budget**, **responsibilities** and **timing**

Benefits

- Allows **systematic selection** of most effective measures
- Makes individual projects more attractive for **external funding**
- Facilitates **implementation**

GOOD PRACTICE EXAMPLE
Leuven, Belgium: Widely accepted Leuven Climate Vision

With the expression of the importance to work towards climate neutrality, the signature of the Covenant of Mayors by Leuven's mayor and the initiation of a consultation process, the city of Leuven created the association Leuven Climate Neutral 2030 by Leuven 2030. This association provides the framework for defining a general long-term vision for the city. The association's membership represents all sectors of society, with the municipality heavily involved in the process as well. The goal of reducing greenhouse gas emissions is also reflected in the local SUMP. It sets targets for doubling the modal share of cycling and public transport and reducing the use of cars in Leuven by 20% by 2030.

Author: The European City of Leuven, Interview by Pöppel, Design: Pöppel

GOOD PRACTICE EXAMPLE
France: Mandatory objectives adapted to cities of different size

In France, SUMP (SDU - Plan de déplacements urbains) are compulsory for urban areas with a population of over 100,000 inhabitants. These SUMP are assigned eleven mandatory objectives. Many smaller cities voluntarily develop either a full SDU or a simplified plan. Therefore, dedicated guidelines were developed to make a distinction between core objectives, which are to be integrated by all inventories or voluntary SUMP, and optional objectives, which a smaller city could choose to integrate, depending on its own ambition, when developing a simplified plan. Ongoing discussions in France are likely to lead to a legal but flexible definition of the simplified mobility plan after 2020.

Author: Thomas Durrig, Interview: Interview by Pöppel by Pöppel, Design: Pöppel



6) Develop all transport modes in an integrated manner

Key aspects

- Integration of **all transport modes** and **prioritisation** of sustainable modes
- **Measure packages** (regulation, promotion, taxation, technology, infrastructure)

Benefits

- Effective actions that achieve **shift to sustainable mobility**
- Packaging maximises **synergies** and increases **acceptability**

GOOD PRACTICE EXAMPLE

Bremen, Germany: Multi-criteria assessment with structured expert workshops

The city of Bremen used several tools for the SUMP measure selection process. A cost-benefit matrix helped to determine the level of goal attainment of each single measure. The method involved an expert evaluation of the effectiveness of the measures, set against the targets, using a qualitative scale for each indicator to reach the targets. Secondly, there was an evaluation of the spatial effect, and finally a ranking of the effects. The classification of the cost of the measures was based on two cost groups. After the classification and the ranking, the cost and effect matrix was finalized showing to what degree targets are achieved with every measure.

Author: City of Bremen, collected by Pöhl
Image: City of Bremen

GOOD PRACTICE EXAMPLE

Krakow, Poland: Combination of parking management with traffic limitation and public transport measures

The City of Krakow considers parking management policy as a means to contribute to some wider goals - such as improving air quality and decreasing congestion, rather than only responding to car parking issues. The municipality of Krakow combines the implementation of parking measures (e.g. removal of parking spots), with traffic limitation measures (e.g. limited traffic zone) and public transport measures (e.g. integration of public transport services), thus reducing the number of vehicles and improving air quality and traffic flow all at once. Providing alternatives to the car and taking a step-by-step approach help to achieve public acceptance of the parking regulations.

Author: Tomasz Szustlik, City of Krakow, collected by Pöhl
Image: Pöhl, Photo: Szustlik



7) Arrange for monitoring and evaluation

Key aspects

- Manageable **set of indicators** that provides good **overview of progress**
- Ambitious but **realistic targets**
- Monitoring & evaluation **routines**

Benefits

- Allows to **adapt fast and flexibly** to changing circumstances
- Helps to increase **public support** and convince critics with data

GOOD PRACTICE EXAMPLE
Örebro, Sweden: Three key targets for traffic development

During the SUMP process, Örebro set three targets for traffic development by the year 2020: (1) to increase the share of cycling, walking and public transport to 40% of all trips from 44% in 2010, (2) to decrease the absolute numbers of fossil fuel-driven cars and (3) to improve the travel time quota between car, bus and cycling. In the process of setting the targets, one key issue to reflect on how to monitor them, Örebro considered which indicators the city already measures and reports annually and which indicators could be provided by the national statistics office. As a lesson learned, the key success factor was to choose targets that can be relatively easily evaluated and/or evaluated with a certain interval according to the ordinary monitoring of traffic indicators.

Author: Lucien Brühl, City of Örebro, updated by GIZ
Source: Örebro Municipality



GOOD PRACTICE EXAMPLE
San Sebastian, Spain: Interactive monitoring platform for SUMP

San Sebastian uses a web-based monitoring platform to track the progress of SUMP measures. The digital tool is based on data provided by existing data collection systems, obtaining very precise and reliable estimations. Managers and decision makers can get an easy overview of the general status, while the application also allows them to go into more detail if they are interested. Progress is visualized in a simple form using traffic light colours to show whether or not the city is on track towards achieving the objectives of the SUMP, or even other municipal strategies, in the respective area.

Author: Municipality of San Sebastian, updated by GIZ
Source: Municipality of San Sebastian





8) Assure quality

Key aspects

- High-quality planning process in line with the **state of the art** (and EU standards)
- Assurance of **data quality** and **risk management**

Benefits

- Framework for **positive long-term change**, clear **strategy** (for attractive and resilient cities)
- Towards adaptive, **learning organisations** ready for a fast-paced world



GOOD PRACTICE EXAMPLE

Greater Manchester, Malmö, Budapest, Vienna: Award-winning SUMPs with outstanding design

One of the award-winning SUMPs with an outstanding design is Greater Manchester. Transport for Greater Manchester (TfGM) used a combination of in-house expertise and external support for creating eye-catching imagery, while retaining the ability to quickly incorporate updates. Spend alert material, including the SUMP cover page, was made by a design consultant. For images related to writing SUMP content, including maps, infographics and images, TfGM's in-house design team was used. This allowed TfGM to quickly refresh content and to continue adopting the same formatting in all updates, maintaining consistency across TfGM's documents when referring to the SUMP.

Information on the design approaches of Malmö, Budapest and Vienna can be found in the Annex.

Awarded Best Sustainable Transport for Greater Manchester, organised by Policy Design Transport for Greater Manchester

How does SUMP work?

The SUMP Cycle, Second Edition



Phase 1: Preparation & analysis



Milestone:
Decision to prepare
a SUMP

What are our resources?



What is our planning context?

What are our main problems
and opportunities?



Milestone:
Analysis of problems and
opportunities concluded

Phase 2: Strategy development



What are our options for the future?

What kind of city do we want?

How will we determine success?



Milestone:
Vision, objectives and targets agreed

Phase 3: Measure planning



Milestone:
Sustainable Urban
Mobility Plan adopted

Are we ready to go?

What will it take and
who will do what?

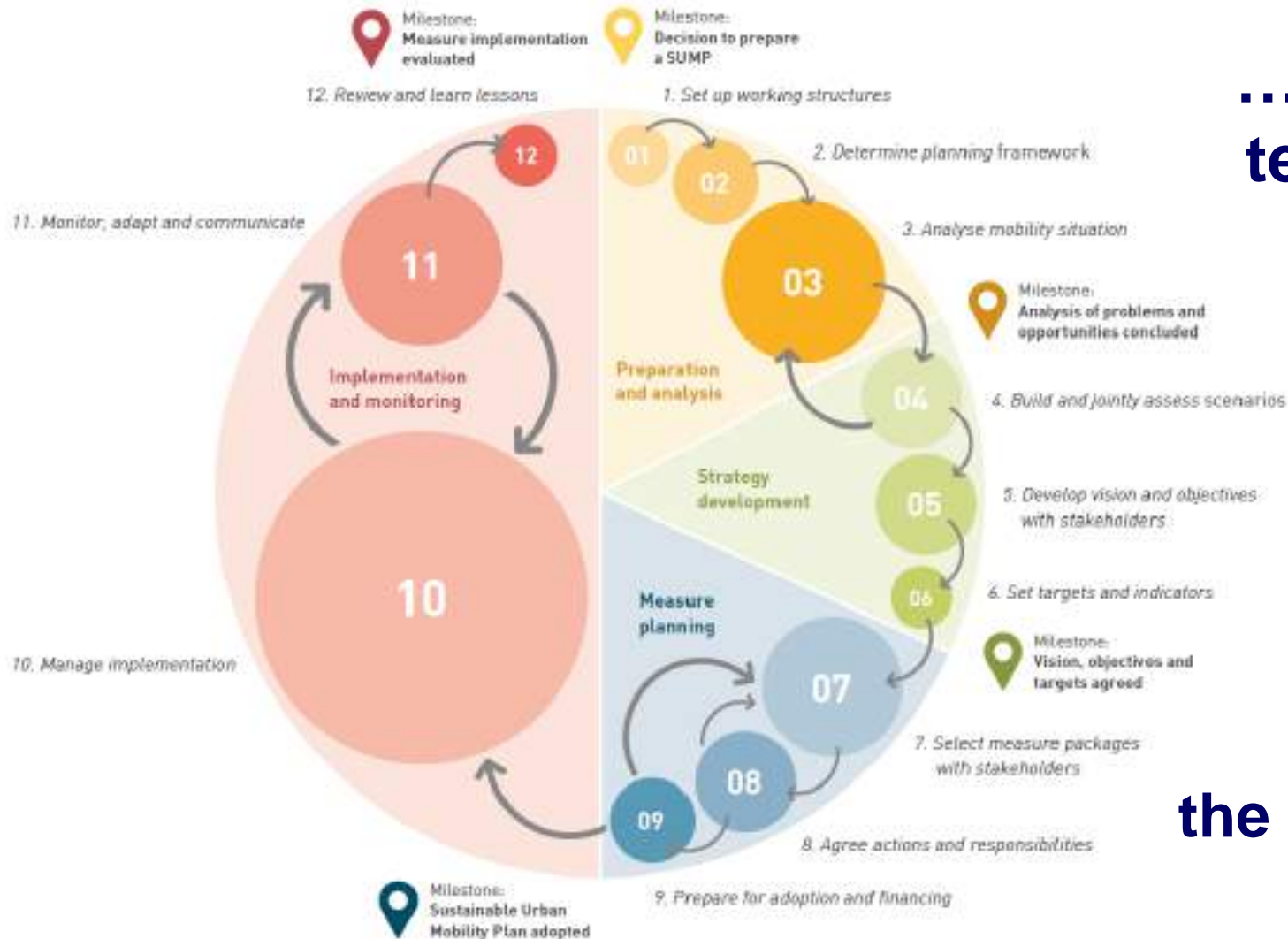


What concretely, will
we do concretely?

Phase 4: Implementation & monitoring



SUMP in Practice: Flexibility!



... and long-term vision,

... while respecting the eight SUMP principles!

SUMP Guidelines (2nd edition)

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Section 1

Section 2

The colours of the cycle are presented in the structure of the document

Each phase is structured into steps and activities

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The bar at the top shows the phase's colour.

Every step starts with a dedicated cycle figure...

... and a short summary of the step.

The vision and the objectives provide an important qualitative description of the desired future and intended type of change. However, this alone is not sufficient. In order to make these changes measurable, a suitable set of strategic indicators and targets needs to be selected. The main aim is to define a set that is feasible, ambitious and mutually consistent, allowing those involved to monitor progress towards achievement of all objectives without requiring unrealistic amounts of new data collection.

Rationale

Every activity is structured in the same way:

ACTIVITY 6.1: Identify indicators for all objectives

Rationale

The selection and definition of strategic indicators for all objectives is an essential step for the further process of setting targets and monitoring progress. It is important to first identify the indicators to ensure that targets will be selected that you are able to monitor with reasonable effort. A systematic approach helps to identify a manageable set of core indicators that reflect the objectives well. Working with just a few indicators on the strategic level may prove more effective, especially for "newcomer cities" that have limited resources, data or experience when developing a Sustainable Urban Mobility Plan. While indicators for monitoring measures will be developed later (see Activity 7.3), the strategic indicators for measuring overall SUMP performance will be selected here, together with the respective measurement methods and corresponding data sources that were identified during the preparatory phase (see Activity 3.1).

Aims

Aims

- Define a set of strategic indicators that allow for the monitoring of progress made towards the achievement of each of the objectives.

- Select easily measurable and understandable indicators by taking into account existing data sources (see Activity 3.1).

Tasks

Tasks

- Specify your objectives and identify which main aspects need to be monitored.
- Develop a small number of quantitative and qualitative "core" indicators that are easily measurable, understandable, and clearly linked to each of the objectives.



Activities beyond essential requirements

- Use standard indicators that are already well-defined and have existing knowledge as how to measure and analyse them. This enables benchmarking against other cities or comparison to national/international statistics.
- Focus on impact indicators (also called outcome indicators) that directly measure the achievement of your sustainability objectives. Consider also indicators from related areas, such as economy, environment, health and social, not only transport indicators.
- Include a few indicators that are particularly useful for communication with decision makers and the public. These indicators should be easy to understand and interesting for a wider public (e.g. number of people, traffic, number of km, litres, or jobs saved).

Fundamental terms are defined in the SUMP context

- Exclude the already available data and identified data sources (see Activity 3.1 and 3.2). Identify gaps in being able to measure the intended outcomes, and if necessary, develop or identify new data sources (e.g. survey data, quantitative data from automatic measurement).
- Before you start developing your own strategic indicators, discuss with key stakeholders and other organisations in your area, as they might already have adapted some. Progress is much easier to monitor if indicators that have already been implemented and accepted are used.
- Develop a clear definition for each indicator, the reporting format, and an outline of how data is measured and the indicator calculated from the data.

Activities beyond essential requirements

- Coordinate with relevant local and regional stakeholders on regional indicators.
- Make data available online so that external people understand it.

Timing and coordination

Timing and coordination

- Directly based on the objectives defined in Activity 5.2, leading on to the setting of targets in Activity 6.2.
- Goes hand-in-hand with Step 3, during which data and data sources are identified and analysed and the baseline for the availability of data for indicator identification are set.

Developed strategic indicator set and monitoring methods to be taken into account when planning monitoring (see Activity 7.3)

Checklist

Checklist

- Quantitative and qualitative outcome indicators for all objectives, including indicators used by other organisations in your area.
- Existing and new data sources evaluated.
- Set of strategic core indicators defined, including reporting format and measuring method.

The activities are complemented with helpful tools...



Figure 26 Overview of the European Sustainable Urban Mobility Indicators (SUMI)

Objective	Indicator	Definition
Road safety	Countdown of all transport accidents in the urban area of a year's 2015	Number of deaths within 30 days after the traffic accident as a corollary of the death per annum caused by urban transport per 100,000 inhabitants of the urban area
Access to mobility services	Share of population with appropriate access to mobility services (public transport)	Percentage of population with appropriate access to public transport (bus, tram, metro, train)
Emphasis of greenhouse gases (CO ₂)	Reduction of road CO ₂ emissions by all urban area passenger and freight transport modes	Decrease in gas emissions (household CO ₂ emissions per year)
Air quality	Air pollution emissions of all passenger and freight transport modes (in house) and non-exhaust for PM _{2.5} in the urban area	Emission index (kg PM _{2.5} eq. per car per year)

... and Good Practice Examples

Additional urban mobility indicators:

- Affordability of public transport for the lowest income group
- Accessibility for mobility-impaired groups
- Noise indicators
- Congestion and delays
- Energy efficiency
- Opportunities for active mobility
- Multimodal integration
- Satisfaction with public transport
- Traffic safety for active mode

Source: European Sustainable Urban Mobility Indicators (SUMI) http://ec.europa.eu/transport/themes/urban/urban_mobility/sumi_en

You can find more tools to support you in choosing indicators in the INDAS tool inventory: http://ec.europa.eu/transport/themes/urban/urban_mobility/indas_en

More general information on monitoring can be found in the [INDAS](http://ec.europa.eu/transport/themes/urban/urban_mobility/indas_en) Monitoring and evaluation manual: http://ec.europa.eu/transport/themes/urban/urban_mobility/indas_en

GOOD PRACTICE EXAMPLE

Milton Keynes, United Kingdom: Easily measurable and available set of strategic indicators

To assess the overall performance of the Sustainable Urban Mobility Plan, the city council has selected a number of indicators, including e.g. road network condition, average journey time, air quality and road safety. The decision to select these indicators was made in order to allow for a correct assessment of the impact of the SUMP, and are easily measurable as well as available or easily accessible. Milton Keynes Council advised to define a clear set of SMART indicators, measurable, achievable, relevant, time-based objectives for the SUMP, which will then select indicators aligned with the SUMP objectives. Based on experience, the SUMP team also advised to use new technologies and indicator methodologies that have been applied in other cities.

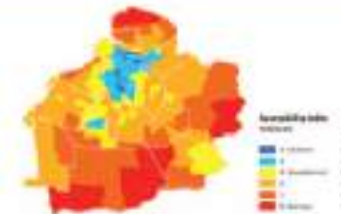


Milton Keynes City Council, advised by Peter Higgs, 16.01.2019 (2019)

GOOD PRACTICE EXAMPLE

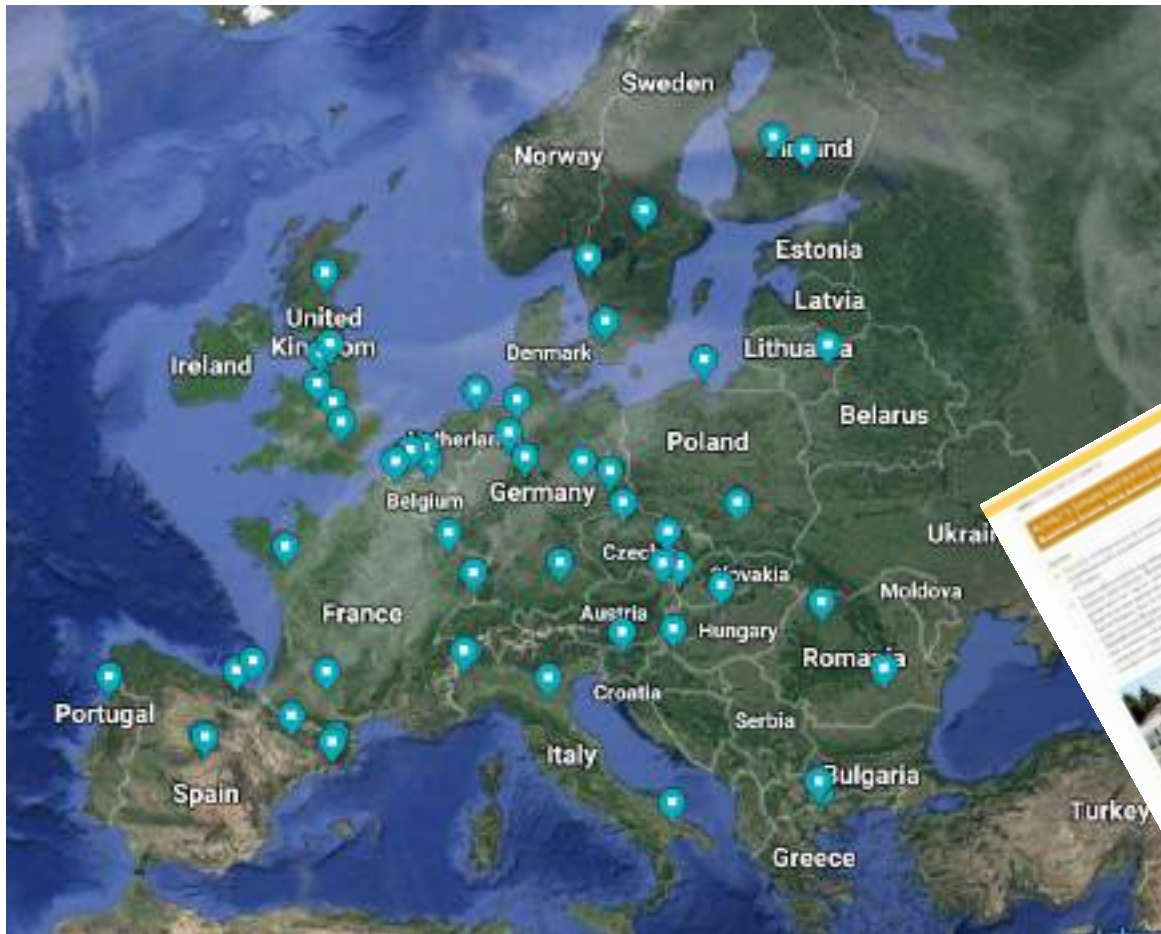
Malmö, Sweden: The Accessibility index as an indicator example

Malmö developed, based on previous measurements, a normative Accessibility Index that can assess the impact of measures undertaken and can compare different sustainable accessibility. The Accessibility Index can function as support for decisions in planning, with weighing different measures and actions. It also allows for making comparisons between different areas and population groups. The Accessibility Index can constitute support for following up on how accessibility in the transport system develops over time and can thus serve as one of several indicators for how well SUMP goals are reached.



Malmö Smart Growth, advised by Peter Higgs, 16.01.2019 (2019)

Good Practice examples from 62 cities



Overview of SUMP knowledge tools

 **Eltis** - the urban mobility observatory

<https://www.eltis.org/mobility-plans>

- Mobility Plan Platform: Download Guidelines, videos, animations, materials
- **SUMP Guidelines** (print, PDF, online version) with Executive Summary, SUMP fan and poster
- **Translation into at least 12 EU languages ongoing, including Croatian**
- SUMP Topic Guides and Practitioner Briefings

SUMP Self-Assessment Tool

www.sump-assessment.eu



SUMP Tool Inventory
www.civitas.eu/tool-inventory

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