ENDURANCE
European SUMP-network

Co-funded by the Intelligent Energy Europe
Programme of the European Union

Project acronym:	**ENDURANCE**
Project title:	EU-wide establishment of enduring national and European support networks for sustainable urban mobility

D3.1

CITY, PROJECT & NETWORK INVENTORY

		Date of preparation:	**28th June 2013**
Start date of project:	**01. May 2013**	Duration:	**36 month**
		Version:	**final**
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		Verified by:	**MC**
		Dissemination level:	**PU**

1. Establish enduring national SUMP networks in **all** EU countries and Norway
2. Establish an enduring and integrated European SUMP audit, training and policy transfer network
3. Activate 250 cities in Europe to engage in SUMP and SUMP implementation
4. Raise awareness about SUMP and its benefits at national and European level institutions

Expected Results

The estimated results of the project will be:
- EUR 190 million total investments in sustainable mobility during the project (800 million by 2020),
- 1.5 million tonnes reduction of annual CO2 emissions by 2016 and 11 million by 2020
- 340,000 toe/year reduction in energy consumption by 2016 and 3.5 million toe/year by 2020.

This is possible due to a sustainable network of SUMP networks in all countries of the EU plus Norway that will continue to be fully active well beyond 2016, when ENDURANCE will end. This sustainable network could save the European citizens affected up to half a billion Euros on annual fuel costs by 2020, and will provide a better urban environment, a more thriving urban economy and a generally higher quality of life in European cities.

The WP3 City, Project and Network inventory serves to provide a good overview over three things:

1. Over the status of cities and their involvement in relevant EU-projects and European networks;

2. Over the developments in all EU-projects that cover sustainable urban mobility in general and SUMP in particular;

3. Finally over the presence of city networks.

A clear and comprehensive WP3 Inventory overview is presented in Excel format. The overview is attached in the ANNEX. **685 local (and regional) authorities** from the different ENDURANCE countries– are selected in the overview.

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1   Introduction

## 1.1   Background and Objectives

The city, project and network inventory of WP 3 is the basis of the city activation. The motivation and activation of 250 Cities is a core activity of ENDURANCE and main target of the WP3.

The inventory will enable the production of city files by WP3 leader.   The city files provide a quick overview over the status of each city, and will be updated regularly later by the NFP's (WP2) following the progress in ENDURANCE.

This city, project and network inventory will also be connected to the national network inventory of WP2, so that it becomes easy to get a quick overview also from a national perspective.

All this will form an excellent basis and source of inspiration for the next work in the WP's 2 and 3, especially for the central City activation task (WP 3 Task 2) and National SUMP Network Development (WP2 Task 3). The integrated context of City Activation is illustrated in the below figure.
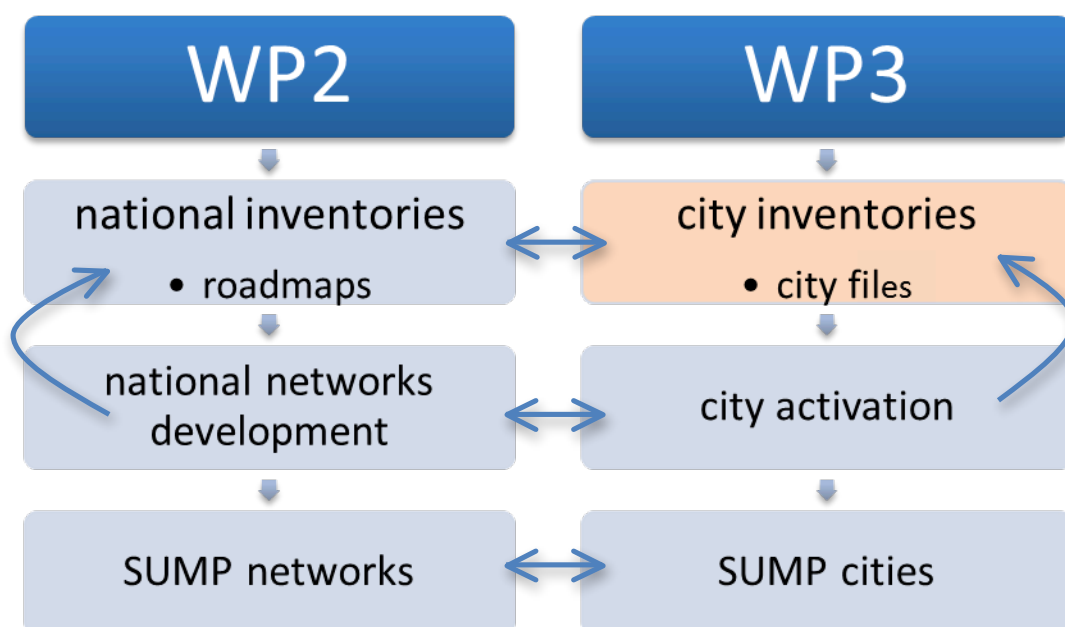
Graph 1: Context of city activation

1.2   Methodology and expected results

The inventory is mainly a result of desk top research and networking experience from WP3 leader.

The WP3 City, Project and Network inventory serves to provide a good overview over three things:

1. Over the **status of cities** and their involvement in relevant EU-projects and European networks;

2. Over the developments in all **EU-projects** that cover sustainable urban mobility in general and SUMP in particular;

3. Finally over the presence of **city networks**.

The structure of the inventory - and how to understand it - is described in detail in 1.4.

685 local authorities are selected in the overview. Half of them or rather smal town or municipatlities, as after the kick off of Endurance it was decided not only to focus on cities above 100.000 inhabitants.

The list – however – is a source of inspiration for the next work to be done in the city categorisation, selection and **city activation.**

Within the national inventories (WP 2), each NFP will create roadmaps for national network development. In the framework of these roadmaps, eacht NFP will list the cities that they will approach for city activation. NFP's each have a target of how many cities to approach to get a formal commitment to SUMP.

Final objectives of the city activation are:

- to have the cities participate in the national SUMP network

- to motivate and commit 250 of these cities (5-20 per country) to advance in SUMP

1.3 Interaction with other workpackages

The WP 3 Inventory interacts most strongly with WP 2, as is shown already in graph 1. The inventory will help the NFP's to prepare the city selection, update the city files and apply the best suited city activation strategy per city.

Furhtermore, the WP 3 Inventory will be of help to define training needs (WP4) and Policy Transfer opportunities (WP5).

1.4 Stucture of the inventory

1.4.1 City data

Cities' information is ranked **per country**. The inventory provides contact details **(bloc 1)**, basic information on the size of city **(bloc 2)** and information on whenever the city is mentioned in different (ELTIS)SUMP & EPOMM reference sources **(bloc 3)**. When tick boxes appear in this latter bloc, this often means that the cities are already engaged in developing sustainable transport policies. Lacking data can be updated later by the NFP's.

Country	Name city/region	Main contact person for the NFP			
		Name	Function	e-mail	Telephone

City Size		
Population size	Date of population size	Area (km^2)

Reference sources			
TEMS	Mobilityplans.eu case study	MaxEva	Eltis case studies

1.4.2   EU Project data

City's involvement in EU projects is listed in the next columns. Priority have **SUMP**-related projects. However, experience as pilot-city in other (former) **SUMP-subthemes** related EU projects are also included. This is why we include CIVITAS network cities. The presence of a SUMP, or at least some progress towards it, was an eligibility criterion in the last round of CIVITAS (2MOVE2 and DYN@MO)

At last, cities that performed a BYPAD audit, or were demonstrator in other EU projects e.g. CO2NeutrALP etc... are listed in **bloc 1.**

The complete inventory of **SUMP projects** includes the projects (in alphabetic order):

- ADVANCE

- BUMP

- BUSTRIP

- CH4LLENGE

- EcoMobility SHIFT

- PILOT

- POLY-SUMP

- PUMAS

- QUEST

- Shape-IT

A brief description of the different projects and the available materials - reports, guidebooks, audit schemes and analyses - to enhance sustainable urban mobility plans is provided in the next chapter 'EU PROJECTS' (1.5). Here we included also ELTIS(-Sump).

Participation in EU projects (green = ongoing) by municipality or energy agency			
SUMP projects (D = demonstration city only, not a project partner)	CIVITAS (all partners)	Other EU projects (D = demonstration city only, not a project partner)	Bypad audit

Furthermore also the more general 'Green City' initiatives like cities that are committed to the Covenant of Mayors programme are included **(bloc 2).** Signing the Covenant of Mayors involves a commitment to a 20% reduction in CO2-emissions and a commitment to make a sustainable energy action plan (SEAP). Sustainable mobility is an aspect of a SEAP.

Ps. Covenant of Mayors is only ticked for the cities that are engaged in any other projects or initiatives listed! In total there are more than 4000 of EU cities and municipalities that are commited to CoM.

At http://www.networkingcovenantofmayors.eu/ you can find countries and regions were CoM National Clubs are active.

Energy action plan	
Signatory to the Covenant of Mayors	Sustainable Energy Action Plan approved

1.4.3   EU City networks

This **last bloc** gives an overview of which city networks the city is a **member**.

Participation in city networks				
CIVITAS Forum network	CIVINET national network	Polis	Eurocities	ICLEI

CIVITAS

The CIVITAS Initiative ("City-Vitality-Sustainability", or "Cleaner and Better Transport in Cities") was launched in 2002. Its fundamental aim is to support cities to introduce ambitious transport measures and policies towards sustainable urban mobility. The goal of CIVITAS is to achieve a significant shift in the modal split towards sustainable transport, an objective reached through encouraging both innovative technology and policy-based strategies.

In the first phase of the project (2002 to 2006), 19 cities participated in four research and demonstration projects; and in CIVITAS II (2005 to 2009), 17 cities participated across a further four projects. The initiative has just reached the end of its third phase, CIVITAS Plus (2008 to 2013), in which 25 cities were working together on five collaborative projects. In 2012, the CIVITAS Plus II phase was launched, with seven European cities and one non-European city collaborating across two new projects. In total, more than **60 European cities** have been **co-funded** by the European Commission to implement innovative measures in clean urban transport, an investment volume of well over EUR 300 million.

But CIVITAS does not stop there.

- The so-called **demonstration cities** are part of the larger CIVITAS Forum network, which comprises more than **200 cities** committed to implementing and integrating sustainable urban mobility measures. By signing a non-binding voluntary agreement known as the CIVITAS Declaration, cities and their citizens benefit from the accumulated know-how, experience and lessons learned of every participant. The CIVITAS Forum Conference brings together politicians and technical experts once a year in one of the network's cities.

- **CIVINET** is a group of city networks that promote the CIVITAS approach at a local level, overcoming language and contextual barriers for local authorities and organisations interested in urban sustainable mobility. Members exchange information in their own language working together to engage with the European Union and national governments, about transport policy issues, legislation, regulations, and funding.

  Following CIVINETs exist:

  - CIVINET España y Portugal

  - CIVINET Francophone

  - CIVINET Italia

  - CIVINET Slovenija

  - CIVINET UK & Ireland

  - CIVINET Dutch (starting)

  Each CIVINET City Network works independently, with cooperation through CIVINET to share learning, experiences and spread the city network approach to other countries

  More information: http://www.civitas.eu/index.php?id=37

EU CITY NETWORKS

ENDURANCE involves **three main networks of European cities**.

With its more than 1,200 members world-wide**, ICLEI** - Local Governments for Sustainability - founded in 1990, is the largest international association of local governments and local government organisations dedicated to sustainable development. ICLEI's **200 European members** are from 35 countries and include municipalities from small towns to huge capital cities. Iclei has coordinated the communication and dissemination activities of the EU project CIVITAS and active in the European Mobility Week activities. In other transport related projects the network gives policy advice and advocacy on sustainable urban mobility.

http://www.iclei.org/

Polis has been a platform for dialogue and cooperation on current transport issues for cities and regions around Europe since 1989. It currently represents almost **70 cities, regions and transport operators from 18 European countries**. The objective of Polis is to support European cities and regions to improve the quality of life of their citizens through innovative measures for sustainable urban transport. The Network facilitates access to European initiatives and research programmes for its members, looking into solutions for urban and regional mobility, including health and environment, traffic management and intelligent transport systems, road safety, and social and economic aspects of transport. Polis also provides decision-makers with strategic information to improve urban and regional transport, and it advocates the development of an adequate policy framework at the European level to achieve sustainable mobility in cities and regions. Case studies and other documents from the city are available on the city's profile page on the **POLIS** website http://www.polis-online.org/ Click the crosses in the column to go to the city's profile page

EUROCITIES brings together **140 major cities in Europe in 37 European countries**. EUROCITIES provides a platform for its member cities to share knowledge, ideas and experiences, to analyse common problems and develop innovative solutions, through a wide range of Forums, Working Groups, Projects, activities and events. Furthermore, EUROCITIES provides a strong voice for cities and actively contributes to the development and implementation of European policies, legislation and programmes relevant for cities. The **EUROCITIES Mobility Forum** currently represents some **80 leading towns and cities across Europe**, committed to improving the quality of life of citizens by developing sustainable mobility policies and stimulating a new mobility culture.

http://www.eurocities.eu/

1.5 EU project materials

In this chapter the different EU projects regarding to SUMP ,and little broader, are summarised. For the further use of supporting the city activation strategy, different dissemination, training and audit materials are listed, including the link(s) to the available documents.

1.5.1 SUMP projects

ADVANCE

ADVANCE - Auditing and Certification Scheme to increase the quality of sustainable urban mobility plans - funded by the Intelligent Energy Europe, aims to improve the urban transport systems in European cities. It supports cities and municipalities on their way towards a more sustainable urban mobility, thus assisting them to set up and improve the quality of Sustainable Urban Mobility Plans (SUMPs) and policy. To reach these goals ADVANCE will develop, test and apply an audit scheme to assess the quality of mobility planning on a municipal level. **Eight partner cities** are involved in the project. Szczecin (PL) and Malmö (SE) are involved in developing the ADVANCE Audit. Agioi-Anargyroi (GR), Alba Iulia (RO), Maribor (SI), Salzburg (AT), Terrassa (ES) and Zilina (SK) will test and apply the audit and contribute to its further improvement.

ADVANCE develops an audit scheme designed by an interdisciplinary team of mobility experts, to assess the quality of the cities' mobility plans. Thereby, it will contribute to the take-up of Sustainable Urban Mobility Plans in Europe, especially in the New Member States of the European Union.

The focus of ADVANCE lies on supporting cities without a mobility plan or with a SUMP that has a significant scope for improvement**.**

MATERIALS

http://eu-advance.eu/index.php?id=15

BUMP

BUMP – (Boosting Urban Mobility Plans) - is a new IEE supported project(01/06/2013 - 31/12/2013). BUMP provides support to local authorities in the development of Sustainable Urban Mobility Plans for cities with a population ranging from 40.000 to 350.000 inhabitants. The project targets senior officers and directors within local authorities, allowing them to acquire the necessary skills to develop their SUMPs. It facilitates mutual learning and sharing of expertise among senior local authority staff directly involved in the project, their peers from other local authorities and relevant stakeholders. BUMP will create an easily replicable BUMP model for training and coaching. The work programme comprises three main stages: definition of the model and adaptation to national peculiarities; training (capacity building, exchange of expertise, mutual learning) activities; assisting local authorities in the development of their SUMPs.

The project has the ambition to engage **50 new cities joining the CIVITAS Forum Network** during the project's lifetime.

MATERIALS:

No materials available yet

CH4LLENGE

The new European project CH4LLENGE, funded by the IEE-programme, addresses the key challenges of Sustainable Urban Mobility Planning. The CH4LLENGE project helps support the advancement of European cities at different stages of their Sustainable Urban Mobility Planning (SUMP) process. By building on previous experiences and lessons learned from past and current national and European SUMP initiatives, CH4LLENGE addresses significant barriers for wider take-up of SUMPs in Europe.

During the project CH4LLENGE will develop innovative and transferable solutions to:

- Overcome challenges related to the participation of stakeholders.

- Provide transferable strategies for institutional cooperation.

- Elaborate a solid approach to identify SUMP´s effective measures and packages.

- Identify methodologies for the monitoring and evaluation of SUMP processes and measures.

The **nine participating cities** represent the diverse cultures in sustainable urban mobility planning in Europe. Those cities spearheading the new planning paradigm are: Amiens (FR), Dresden (DE), Gent (BE) and West Yorkshire (UK), followed by Brno (CZ), Budapest (HU), Krakow (PL), Timisoara (RO) and Zagreb (HR), who all have strong commitments towards the advancement of their own SUMP processes.

30 dedicated 'follower' cities from different European countries which are committed to improving their mobility planning concepts will be directly involved in the take-up and learning process. This will

enable them to start their own sustainable urban mobility planning initiatives with the strategic objective of becoming advanced SUMP cities.

MATERIALS:

Not yet available

ECOMOBILITY SHIFT

The Ecomobility shift project elaborated a total quality management scheme for cities to assess, audit and label their transport performance. The SHIFT project - supported from the EACI through the IEE funding - has completed as of 31.May.2013. The SHIFT project has produced the following tools/results:

- Total Quality Management system for cities to measure the performance of their urban transportation i.e. **SHIFT Scheme**.

- A Manual for Cities to perform an Assessment

- **Manual** for Advisors and Auditors to implement the SHIFT Scheme.

- Developed an organisation that will receive request for assessments, audits and award labels.

- Trained auditors for performing audits in cities implementing the SHIFT methodology.

- Completed pilot audits in **6 European cities** namely, Lund (SE), Dundee (UK), Oss (NL), Turnhout (BE), Burgas (BG), and Miskolc (HU).

- Awarded labels to the above mentioned pilot cities.

The SHIFT project will continue as a regular service from June 2013. The service is open to all the cities interested in implementing the SHIFT assessment and audit.

MATERIALS:

http://www.ecomobility-shift.org/index.php/en/project-downloads

ELTIS (Plus)

ELTIS (European Local Transport Information Service) is an initiative funded by Intelligent

Energy Europe, and managed by EACI (the Executive Agency for Competitiveness and Innovation), and has the aim of encouraging the exchange of information and experiences in the field of urban transport and mobility. As Europe's main portal on urban mobility, it was re-launched in March 2011 with a new web-site providing information about the benefits of SUMPs and also guidelines on the development and implementation of SUMPs.

There is some emphasis on training needs in relation to SUMPs, but the report also provides a **review of sustainable urban mobility planning in all 27 EU Member States**, plus Norway, Liechtenstein, Croatia and Iceland, and there is a discussion on what constitutes a good SUMP.

The ELTIS+ project describes the creation of SUMPs as a "new way of planning", and sets the scene for the evaluation of such plans by presenting a comprehensive definition of a SUMP, which is in turn based upon the definition developed by the PILOT project in 2007

MATERIALS:

- Eltis website (local transport portal) http://www.eltis.org/index.php

- SUMP website: http://www.mobilityplans.eu/index.php

- http://www.eltis.org/docs/sump_library/eltisplus_state-of-the-art_of_sumps_in_europe_sep2011_FINAL.pdf

  The State of the Art document published in 2012 as a deliverable of the ELTIS+ Project serves as a reference manual for urban mobility professionals

- SUMP Guidelines Document: http://www.eltis.org/docs/sump_library/SUMP_guidelines_web00.pdf

  Guidelines in other languages can be found at: http://www.mobilityplans.eu/

Poly-SUMP

Poly-SUMP, Polycentric Sustainable Urban Mobility Plans, aims to develop a sustainable mobility planning methodology in polycentric regions – areas characterised by several centres, where services and goods, and therefore transport needs, are scattered in different towns.

Planning mobility in these areas is complex, as several municipalities, sometimes even from different countries, and many stakeholders are involved. Poly-SUMP offers a methodology for poly-centric regions to overcome barriers and to build a constructive dialogue among all involved actors in order to reach a common vision of sustainable mobility.

The **six participating regions in Europe**, represented by Regione Marche (Italy), Alentejo Central (Portugal), Central Macedonia (Greece), the Heart of Slovenia (Slovenia), Rhine Alp Region (Austria) and Parkstad Limburg (the Netherlands), test concrete planning processes towards the adoption of mobility plans, and check the transferability of the approach to six other regions in Europe.

MATERIALS

- http://www.poly-sump.eu/the-methodology/?no_cache=1: In Poly-SUMP, the Future Search methodology will be used to gather stakeholders around the topic of polycentric sustainable mobility action plans first at European Level (European Future Search Workshop – EFSW) and then at local level (Local Future Search Workshop - LFSW).

- http://www.poly-sump.eu/fileadmin/fe_uploads/Workpackage%206/PolySUMP-leaflet-www.pdf

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PUMAS

The PUMAS project, "Planning Sustainable regional-Urban Mobility in the Alpine Space" is a project financed by the Alpine Space Programme and runs from July 2012 to June 2015.

The **Alpine Space** is a **region** with continued growth, including increased passenger and freight transport. It suffers both from large volumes of cross-Alpine and seasonal traffic as well as sprawl from its cities to the countryside.

The PUMAS project coordinates the development of the Sustainable regional-Urban Mobility Planning (SUMP) concept in the region.

The PUMAS Project aims to:

- advance SUMP, which focuses on participation, integration, evaluation and cost internalisation as a new paradigm in mobility planning;

- develop, implement and evaluate 7 pilots – **involving 5 cities** - using SUMP methods and tools;

- generate best practice and lessons for others in the AS and beyond;

- improve the awareness, exchange, coordination and development of regional-urban mobility plans (freight and passenger) through an innovative communication platform;

- create the Alpine Space community and the National and Alpine Reference Point for SUMP in Slovenia, thus guaranteeing sustainability beyond the lifetime of the project.

MATERIALS

http://www.pumasproject.eu/document/

- Pumas project leaflet (pdf)

- Input to the Consultation on SUMP Guidelines

  Input from participants of the PUMAS transnational seminar on "Visions for Sustainable Mobility in Metropolitan Areas" engaged in a participative process

QUEST

The QUEST Project (Quality management tool for Urban Efficient Sustainable Transport), funded by helps small and medium-sized cities to set up and further develop their sustainable mobility policies and actions with the assistance of an external expert – the QUEST Auditor. QUEST supports European cities in making real progress towards a more sustainable urban transport system, and helps them to find solutions for achieving the desired goals.

Based on the results of the QUEST audit and self assessment, a tailor made action plan is recommended for each city. The focus of the improvement program is directly linked to the present state of urban mobility policies. Cities that complete QUEST successfully will receive a QUEST Certificate which recognises their efforts in sustainable urban mobility planning.

Nearly **50 cities** from all over Europe have been involved in QUEST, demonstrating that there is much demand for advice on urban mobility planning.

QUEST offers audit service to new cities that are interested. An appropriate auditor will be assigned depending on the local language of the city and the urban transport areas in which it seeks improvement

MATERIALS

http://www.quest-project.eu/index.php?id=7

SHAPE-IT

Shaping Sustainable Transport Patterns in European Cities (ERA-NET Stepping Stones, 2013)

The SHAPE-IT project focusses on the factors that influence the effectiveness of sustainable transport policies focusing on the integration of policies and policy processes. The project will help to explain why policies are successful in one place, but not in another. To do that, the project will examine the influence of policy processes and the role of policy integration on the ability and suitability of a measure to influence behaviour. The project will bring together the analyses from policy integration cases and process case studies, compare the results and explore the potential of Sustainable Urban Mobility Plans (SUMPs) as a tool for policy integration and participatory processes.

There are two types of case studies, the first one emphasising on the integration of policy instruments from diverse perspectives, the second one focusing on policy processes. All cases will be analysed in detail on the basis of qualitative and quantitative data, expert interviews and workshops. SHAPE-IT will examine **cases in Germany, Poland, the Netherlands and Sweden** and will draw conclusions on the effectiveness of sustainable transport solutions.

MATERIALS

No materials available yet

http://wupperinst.org/en/projects/details/wi/p/s/pd/440/

UN support for SUTP

The UN development programme on SUTP involves cities from the EU accession countries in the Balkan region that are not involved in ENDURANCE. In this way, they are not included in the inventory.

1.5.2 Former SUMP (related) projects

BUSTRIP

BUSTRIP (Baltic Urban Sustainable Transport Implementation and Planning – 2005-2007) was an INTERREG IIID project for the Baltic Sea region, which took place from2005 to 2007. Its remit was to support **12 Baltic region partner cities** in developing transport planning processes, preparing new urban sustainable transport plans and revising existing plans. Evaluation was carried out using a process of self-assessment and peer review. The peer review includes a gap analysis of the actual performance of the city, in comparison with the SUMP benchmark defined by the project. The peer review report follows a structured methodology and template, both prepared by the BUSTRIP Project, and designed to enable comparisons to be made. The results of the peer review intended to assist participating cities to prepare or improve their SUMP.

MATERIALS:

http://www.bustrip-project.net/

PILOT

Planning Integrated Local Transport (EU – DG Environment Life project 2005-2007)

PILOT demonstrated the preparation of SUMPs in **four European cities: Braila, Evora, Lancaster and Tallinn**. Building upon the experience of these four cities and relying on experts from leading local authorities and organisations in this field, PILOT proposed tools, guidelines and recommendations for the elaboration of SUMPs in other European regions and local authorities. PILOT also contributed to the work leading to the formulation and implementation of future thematic strategy on the Urban Environment. PILOT was highly relevant to SUMPs.

MATERIALS

http://www.pilot-transport.org/

- State of the Art Review**:** http://www.pilot-transport.org/index.php?id=18

- Guidance Manual: http://www.pilot-transport.org/fileadmin/WP2/Pilot_EN_WEB.pdf

- Sustainable Urban Transport Planning Policy Recommendations to the European Union and MemberStates: http://www.pilottransport.org/fileadmin/WP2/PILOT_policy_recommendations_.pdf

1.5.3 Other projects

From a list of some 55 on-going and finalised projects[i] we looked at **cities involved in demonstrating** a wide variety sustainable mobility strategies and actions *(e.g. cycling, mobility management, transport innovation, biofuels, public transport, energy efficient vehicles…)*

Furher information of the projects can be obtained via their websites.

Abc.multimodal (2009-2014)

Active Access (2009-2012)

AD PERSONAM (2008-2010)

AENEAS (2008-2011)

BALTIC CLIMATE

BAMBINI (2009-2012)

BENEFIT (2008-2011)

BICY

BIOFUEL CITIES

BIOMASTER

BIOSIRE (2008-2011)

BYPAD audit

CARE-North

CARMA

CHAMP

C-LIEGE

CLEAN FLEETS

COMMERCE (2008-2010)

CO2NEUTRALP (2008-2011)

CYCLELOGISTICS

DELTA (2009-2010)

ECOSTARS Europe

ENCLOSE

ENERQI

GUTS

INVOLVE

ISEMOA (2010-2013)

LIFE CYCLE (2008-2011)

MMOVE (2008-2011)

MOBILE 2020

Moma.Biz (2010-2012)

Momo carsharing (2008-2011)

NAVIKI

NICHES+ (2008-2011)

OBIS (2008-2011)

PIMMS TRANSFER (2008-2011)

P2P CYCLE (2013-2016) (no website available yet)

PRESTO (2009-2012)

PRO.MOTION (2007-2010)

SAFECYCLE

SEE-MMS (2009-2011)

SEEMORE

SEGMENT(2010-2013)

SMOOTH

STARS

START

STARTER

SUGAR (2008-2012)

SUNSET

TIDE

TRANSPORT LEARNING (2011-2013)

TRAVEL PLAN PLUS (2008-2011)

TRENDY TRAVEL (2007-2010)

TOGETHER ON THE MOVE

TROLLEY

1.6   ANNEX : Inventory overview (exel)

A complete inventory **overview** is attached. For the use of the NFP's, the city (project) contacts are ranked in **submaps** per country, below the page. Lacking information needs to be updated by the NFP's.

The overview will serve the first – general data – input of the city files. In the selection phase of the city activation, the city files will be updated with information on the (level of) SUMP advancement of cities, coming from the part 2 of the city file assessment questionnaire.

2   References

2.1   Common reference style

It's all "borrowed" from the Citation Style Guides - online guides to the main styles used at the University of Canterbury
http://library.canterbury.ac.nz/services/ref/asce.shtml

ASCE citation style (ASCE, 2007) uses a variation of the Author-date style. To cite sources in the text, use the author-date method; list the last names of the authors, then the year. The formats are as follows: one author—(Smith 2004); two authors—(Smith and Jones 2004); three or more authors—(Smith et al. 2004). Prepare a reference section listing all references alphabetically by last name of the first author. For anonymous reports and standards, alphabetize by the issuing institution.

2.1.1   Web Pages and On-line Material

The Inventory sources are mainly web pages. Links to the web pages and materials are provided in this deliveralbe itself, and in the Annex (comprehensive Exel document).   We do not copy them here again.

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[i] Main source : EPOMM (www.epomm.eu) & ENDURANCE partners