



National SUMP Support Programme (NSSP)

Workshop Athens December 2024

Insights into institutional SUMP support at the National Level

The case of GREECE's NSSP

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The Greek NSSP - Overview

1. Dedicated Unit for SUMP's within the Ministry of Transport
2. SUMP legislation: Law 4784/2021 (articles 1-14)
3. Mechanisms to monitor progress SUMP implementation
4. Guidance and support to Local Authorities & Urban Nodes
5. Main findings for SUMP's and the Greek NSSP
6. Next important tool – eSUMP Platform



1

Dedicated Unit for SUMP's within the
Ministry of Transport

The most important factor to support the uptake of SUMP's



Dedicated Unit for SUMP within the Ministry

Legal framework for SUMP

Provides instructions
to Local Authorities in line
with the law

**Examines
mobility plans**
mark deficiencies & corrective
actions

Suggests the ministerial decision
for plans that meet law
requirements

Monitors SUMP
development & implementation

**Promotes
communication actions**
to encourage sustainable mobility

Participates at EU
Expert Groups/Subgroups
TEN-T forums



2

An overview of the SUMP legislation:
Law 4784/2021 (articles 1-14)



Who is obliged by the law to elaborate a SUMP?

Obligation to prepare a SUMP for Local Authorities (L.A.) – Article 1

- All Regional Authorities
- Municipalities over >30.000 inhabitants
- Municipalities located within the region of responsibility of Athens and Thessaloniki Public Transport Authorities

**That is 13 Regions and 120 Municipalities should start
their SUMP by 31/12/2024**

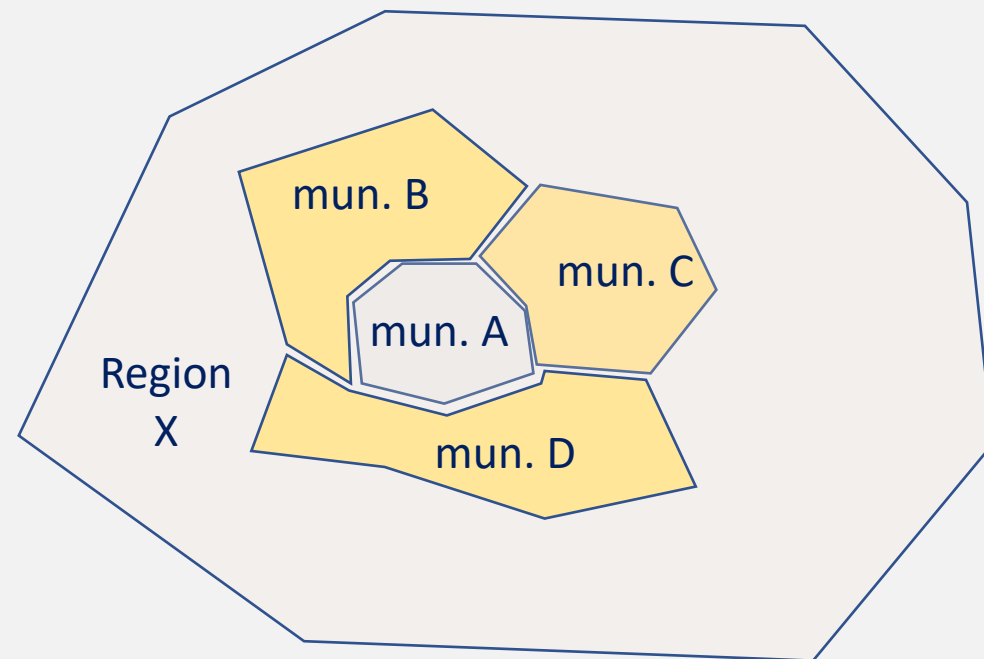
(milestone: the establishment of the SUMP Working Group)



The FUA approach in the SUMP law - Article 2

A SUMP can be elaborated by:

- ✓ Each municipality (SUMP A, SUMP B, ...)
- ✓ A single Region
- ✓ An association of:
 - Municipalities that are located in the same region
(eg. municipalities A, B, C prepare a common SUMP)
 - A Region together with one or more municipalities
(eg. Region X with municipalities A & B prepare a common SUMP)



The SUMP process and mobility measures in the law

The law involves:

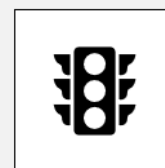
Based on the Eltis guidelines:

- ✓ **SUMP principles** – Article 3 (consultation, participation, integration of key strategies etc,)
- ✓ **SUMP Procedures**, phases and steps as described on the Eltis guidelines, but merged into fewer – Article 7

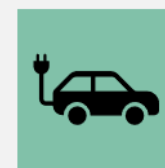
Local Authorities plan and implement **sustainable urban mobility measures** on nine (9) transport objectives – Article 3



enhance public transport



promote road safety



promote e-mobility



promote active mobility



reduce car use



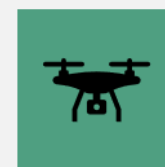
improved urban logistics



ensure accessibility 4 all



manage parking lots



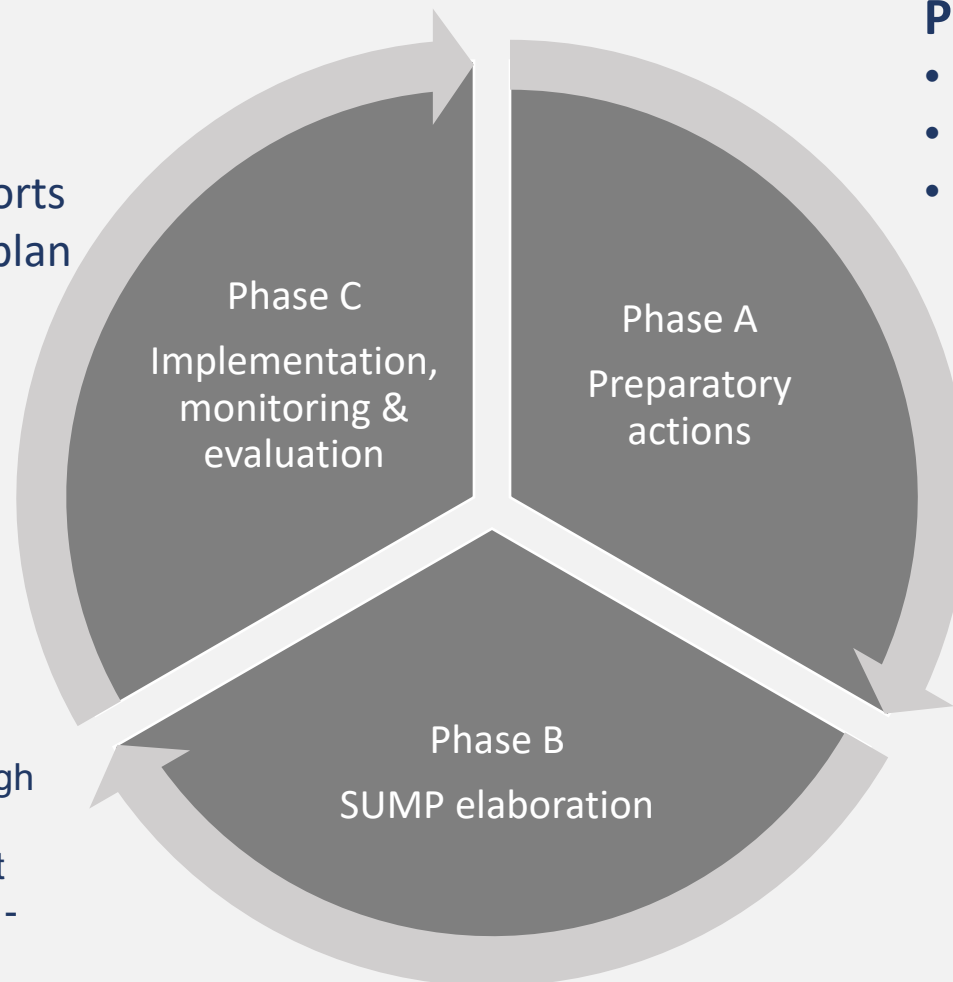
integrate new technologies



How is the SUMP cycle structured in the law? – Article 7

Phase C:

- biennial progress reports
- update of the action plan
- revise SUMP



Phase A:

- Working Group
- Stakeholders network
- SUMP website

Phase B:

- Stage 1: set the overall plan,
Stage 2: analyze current mobility status/
develop scenarios
Stage 3: define vision, priorities and aims
Stage 4: Select and evaluate measures
Stage 5: Set the action plan and consult
involved parties
Stage 6: SUMP characterization by MoIT



Citizens and interested parties, participate through online tools and public consultation meetings/ at least three consultations - Article 7



How are SUMPs examined by the MoIT? – article 8

The SUMP cycle Report

is the main document upon which the MoIT examines SUMPs

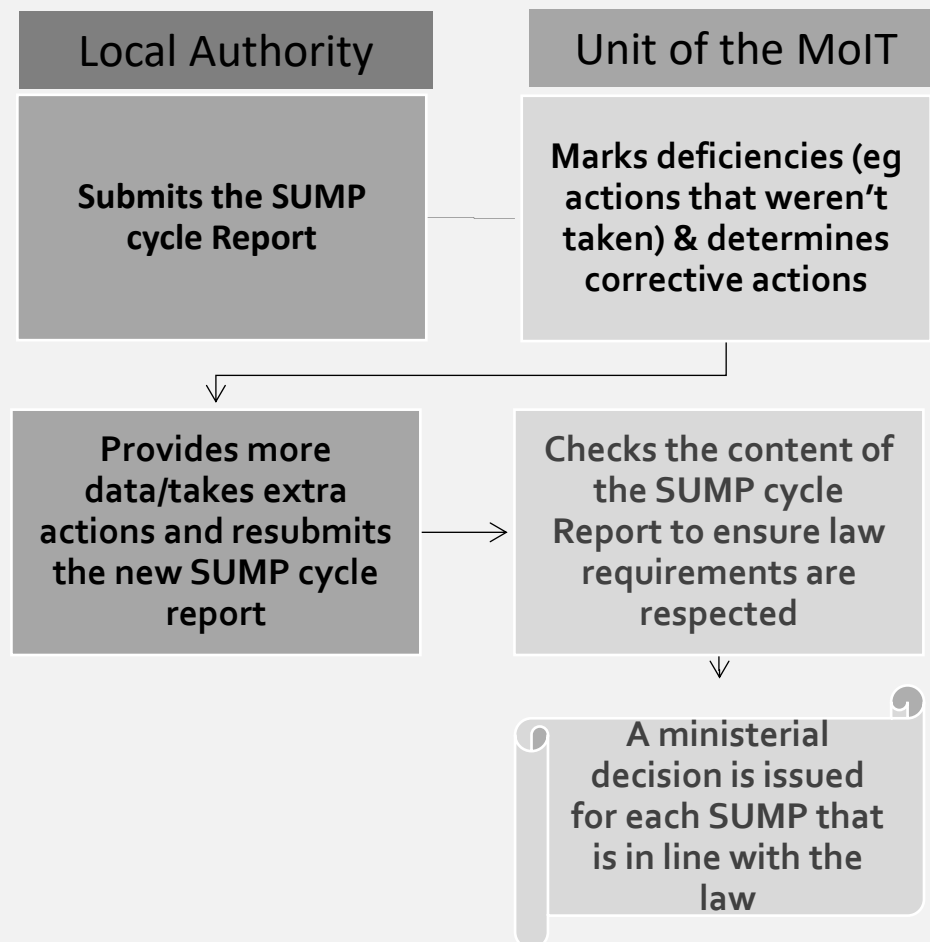
The SUMP cycle report :

- ✓ is included as an annex to the SUMP Law
- ✓ summarises the actions taken by the L.A. when preparing the SUMP (phases A and B)
- ✓ includes proof of evidence (e.g. invitations for consultations, correspondence with bodies for their participation in the SUMP process, plan sustainable mobility measures for the nine (9) transport objectives, etc)

It is the most crucial document that ensures **consistency and standardization** in SUMP examination by the MoIT

The SUMP cycle report available in Greek:

<https://www.yme.gr/metafores/anaptixi-metaforon/sxedia-viosimis-astikis-kinitikotitas>





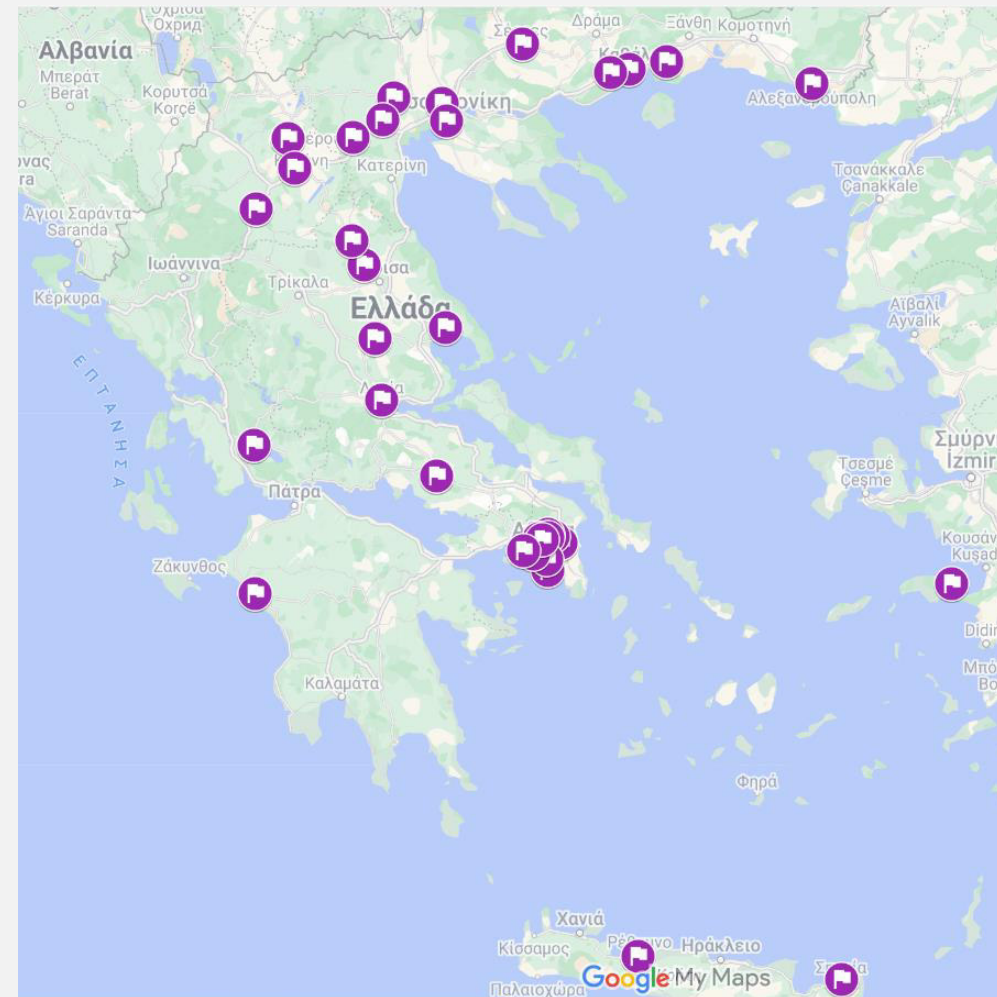
Facts and Findings from SUMPs examination so far

36
ministerial decisions
for SUMPs

Only very few (2) SUMPs failed to meet the requirements of the law

SUMP cycle report assessment

The SUMP cycle report is an effective tool to check SUMP procedures, but it cannot guarantee overall SUMP quality.



Find all Greek SUMP in [Υπουργικές αποφάσεις χαρακτηρισμού ΣΒΑΚ](#)



3

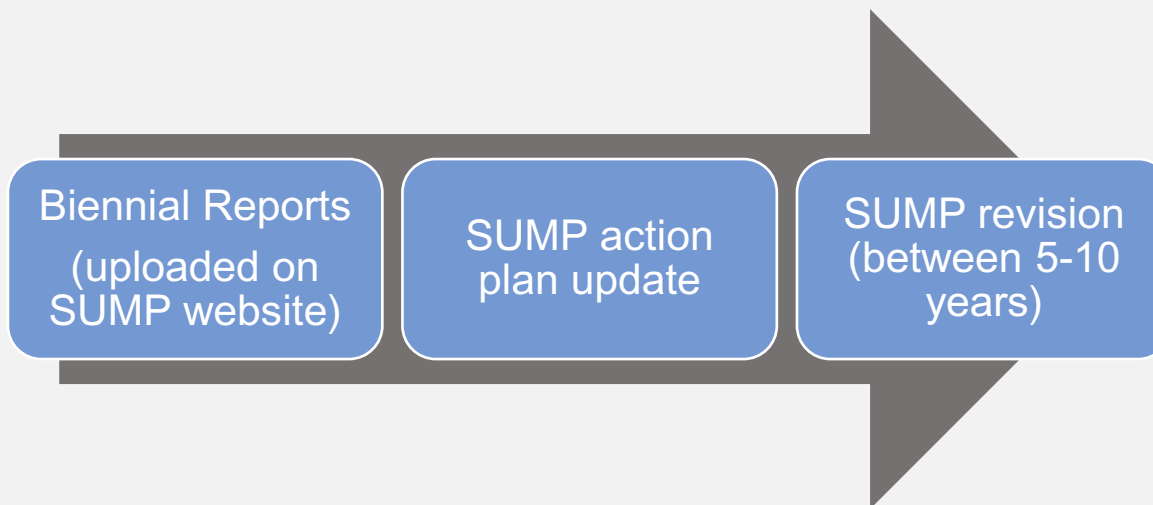
Mechanisms to monitor SUMP implementation progress



Monitor SUMP progress at local and national level – Articles 7, 9 &10

Local Level

Local Authorities tools to evaluate SUMP progress:



National Level

The Unit of Sustainable Urban Mobility is responsible to monitor overall SUMP implementation:

- ✓ So far three (3) studies have been developed in-house (mainly used google forms questionnaire)
- ✓ Biennial reports submitted to MoIT are also considered

Next step:

The operation of the **e - SUMP platform** that is ready to be launched, it is created in-house and will provide useful reports, besides the submission of the SUMP cycle report – Article 11

Facts and findings from SUMP implementation progress so far

1/3

Local Authorities that are in SUMP implementation phase (C):



Eight (8) progress reports have been submitted to the MoIT

Main Findings:

- ✓ Authorities do not always present progress based on the methodology and the indicators included in their SUMP – but they provide at least a qualitative approach
- ✓ Not all SUMP measures are included in the progress report. Usually new measures are presented
- ✓ Inability to collect data and monitor progress with figures (deficiencies in collecting public transport data, freight transport, modal splits, etc)



4

Guidance and support to Local Authorities & urban nodes



Recent actions to further support Local Authorities

1. DG Reform & ITF /MoIT - “Recharge and Refuel: Clean, Smart and Fair Urban Mobility”:

- ✓ a decision-making tool to help local authorities select SUMP measures best suited to their characteristics
- ✓ policy options for different types of urban areas: expected impacts & estimated cost
- ✓ proposed monitoring system on SUMPs implementation progress

Available in:

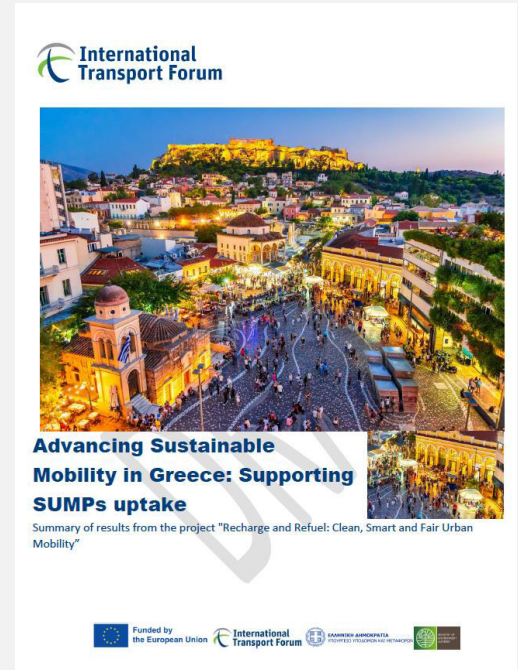
<https://www.itf-oecd.org/advancing-sustainable-mobility-greece-supporting-sumps-uptake>

2. Enhance Greece's NSSP- Urban Nodes Guidance

Submission to CEF 2024 Technical Assistance call for the Support of Urban Nodes:

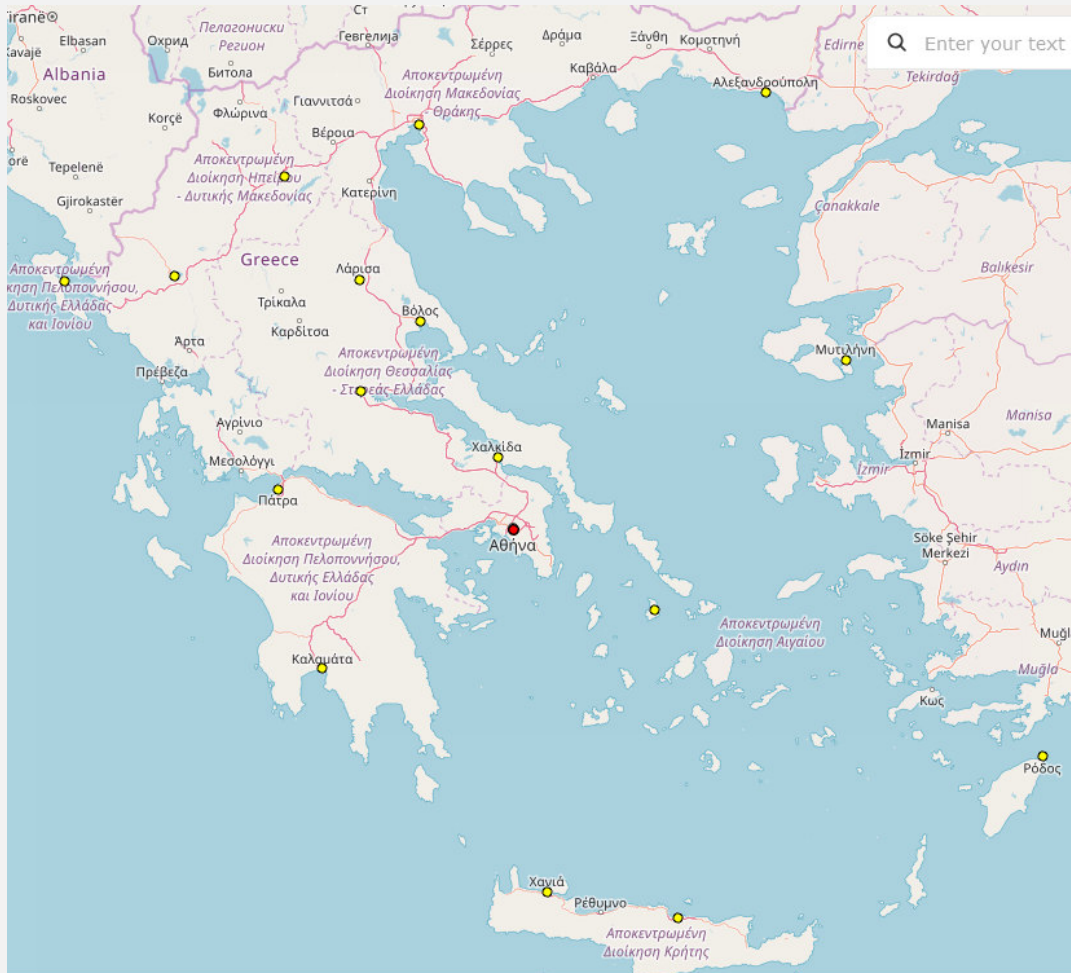
The aim is to:

- ✓ Enhance Greece's national SUMP support programme
- ✓ Develop a national network of urban nodes – training seminars
- ✓ Prepare national SUMP Guidance for Urban Nodes
- ✓ Align Urban Nodes' SUMPs with TEN-T regulation requirements
- ✓ Guidance on data analysis & data collection with respect to the implementing act for indicators





TEN-T Urban nodes: planned amendments to the Greek SUMP Law



Source EU TENtec: <https://webgate.ec.europa.eu/tentec-maps/web/public/screen/home>

- ✓ Determine the Local Authorities that have the obligation to prepare a SUMP as Urban Nodes, based on their administrative boundaries- by means of a joint ministerial decision
- ✓ Incorporate TEN-network as well as transport nodes within all regional authorities' SUMPs



5

Main findings for SUMPs And the Greek NSSP



Overall findings for SUMP?

- Regions are **less engaged** to SUMP – need for more training seminars
 - Local Authorities are **understaffed** – SUMP are not always a priority
 - Public **consultations lack of citizens & stakeholders'** broad participation
 - Data collection makes **SUMP evaluation not an easy** task
 - SUMP are **not directly related to funding** mechanisms (lack of motivation)
-
- + Almost all local authorities **are familiar with the SUMP concept**
 - + Sustainable mobility is broadly used as a way to **improve mobility and everyday quality of life**
 - + More than 120 Greek municipalities **are active in SUMP**
 - + **The law ensures institutional engagement on SUMP**
 - + **Standardization** in SUMP examination can limit difficulties in assessing SUMP quality



What does the Greek NSSP involve?

SUMP programme management at national level	
Commission Recommendation on NSSPs	Greek NSSP
Designate a national SUMP programme management office	Ministry of IT- Unit of Sustainable Urban Mobility
Cooperation with national, regional & local authorities	Cooperation with municipalities is recognized , but it is less developed with regional authorities
Offices need to have technical expertise, legal, financial human resources	Lack of human resources on legal and financial aspects
Advise by an expert group of representatives from relevant ministries, regions, cities, rural areas, academia, etc	Advise by external experts is not continuous (eg ITF, CEF Technical Assistance for Urban Nodes support)
Offices located in a ministry, agency or specialized body	Office (Unit) established within the Ministry of Transport
Local Authorities are responsible for developing, adopting & implementing SUMPs	Local Authorities are responsible for developing, adopting & implementing SUMPs - MoIT checks conformity with law requirements



Next important tool – E-SUMP Platform

E- sump PLATFORM – article 11 of the SUMP law, a joint ministerial decision is issued that describes the platform's scope and operation.

A valuable tool for Local Authorities and all interested parties:

- ✓ Facilitates the SUMP cycle report submission
- ✓ Important source of sharing information on:
 - sustainable mobility literature and legislation
 - case studies applied in the Greek territory
 - networking among local authorities
 - progress reporting



Many thanks to Unit's whole team:

The team of the MoIT Unit of Sustainable Urban Mobility:



Persa Pantermaraki, Yiorgos Chronopoulos, Christina Palaiologou, Yiorgos Zigogiorgos



Thank you for your attention

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