A5 - SUMPs and SECAPs
the climate dimension

Making mobility dialogue with energy and climate:
the SIMPLA experience

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Greenhouse gas emissions, analysis by source sector, EU-28, 1990 and 2015

Source: Eurostat
European Urban Mobility – Policy context

• EU aims to reduce greenhouse gas emissions to 80-95% lower than the 1990 levels by 2050 and significantly reduce its transport system's dependence on oil-based fuels

• The transport sector represented an increasing share of total CO2 emissions of final consumers: 43% in 2012 compared to 32% in 1990
### Participant organisations

<table>
<thead>
<tr>
<th>Organisation Name</th>
<th>Country</th>
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<tbody>
<tr>
<td>AREA Science Park</td>
<td>Italy</td>
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<tr>
<td>Friuli Venezia Giulia Regional Authority</td>
<td>Italy</td>
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<td>Tuscany Regional Authority</td>
<td>Italy</td>
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<td>Promoscience</td>
<td>Italy</td>
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<td>STENUM</td>
<td>Austria</td>
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<td>Land Kärnten Regional Authority</td>
<td>Austria</td>
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<td>CIRCE</td>
<td>Spain</td>
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<td>Diputación Provincial de Zaragoza</td>
<td>Spain</td>
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<td>Diputación Provincial de Huelva</td>
<td>Spain</td>
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<td>Energy Agency of Dobrich</td>
<td>Bulgaria</td>
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<td>Union of Bulgarian Black Sea Local Authorities</td>
<td>Bulgaria</td>
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<td>Regional energy Agency Kvarner</td>
<td>Croatia</td>
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<td>Primorje-Gorski Kotar County</td>
<td>Croatia</td>
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<td>Istarska County / Regione Istriana</td>
<td>Croatia</td>
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<td>Alba Iulia Energy Agency / Agentia Locala a Energiei Alba</td>
<td>Romania</td>
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<tr>
<td>Alba Iulia County / CONSILIUL JUDETEAN ALBA</td>
<td>Romania</td>
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# SEAP/SECAP vs SUMP

<table>
<thead>
<tr>
<th>SEAP SECAP</th>
<th>SUMP</th>
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<tbody>
<tr>
<td>Objective CO₂ reduction (20% vs 1990 SEAP - 40% SECAP) + adapt to climate change (SECAP)</td>
<td>Objective: improve quality of life including Co2 and other pollutants emission reduction</td>
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<tr>
<td>Baseline with comprehensive overview of energy generation/consumption</td>
<td>Context analysis based mainly on transport infrastructure, mobility and socioeconomic data</td>
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<tr>
<td>Single scenario: 2020 (SEAP) or 2030 (SECAP) vs BEI year</td>
<td>Comparison of scenarios</td>
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<tr>
<td>Centralized Monitoring by Covenant of Mayors Office</td>
<td>Decentralized made directly by the city</td>
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</tbody>
</table>
SIMPLA approach
State of the art in Italy

Source: Integration of SUMPs and SEAPs: an assessment of the current situation in Italian small and medium sized cities, F. Morea, L. Mercatelli, S. Alessandrini, I. Gandin, 2017
State of the art in Bulgaria

25 SEAPs (2 SECAP) and 25 signatories to the CoM

The ‘National SUMP Network’ (48 member cities out of 264, 15 out of 21 - UBBSLA) actively supports its members in preparing and implementing SUMP by:

- fostering national policy and national support for SUMP
- organising and developing information, training and training materials in the local language
- facilitating national knowledge exchange between cities

UBBSLA - NFP of SIMPLA
State of the art in Bulgaria

SUMP – designed for citizens, not for the infrastructure!
Italy: main difficulties faced in harmonisation

• Different departments of municipalities are not used to work together
• SEAP and SECAP are not mandatory, but incentives are available
• UMP (not SUMP) mandatory for larger cities but no sanction is envisaged, few incentives so far
• Harmonisation no mandatory, no incentives
Bulgaria: main difficulties faced in harmonisation

- do not understand well the difference between the usual transport planning and SUMPs and how it could contribute to better planning
- do not know how to develop SUMPs, what topics should be included and what tools should be incorporated as well as who should develop SUMPs
- many not know any practical examples from other cities
Bulgaria: main difficulties faced in harmonisation

- lack of multidisciplinary skills in public authorities at all levels;
- insufficient vertical coordination at a territorial level and horizontal coordination among different departments within local authorities for the production of multi-sector planning tools (SEAPs, SUMP, etc.) allowing the achievement of harmonization, simplification, synergies & economies of scale;
- difficulty in engaging stakeholders and main actors in the development of policies and plans;
- difficulty in accessing best practices and tested cross-sector solutions due to language barriers or poor knowledge of sources of information;
- difficulty in accessing and processing results and outputs from previous EU-funded projects and other relevant initiatives for capitalization;
Italy: how can SUMP contribute to climate change adaptation?

• Floods alert systems integrated in info mobility app
Italy: how can SUMP contribute to climate change adaptation?

- Green pedestrian zones to protect from extreme heat in Summer
Italy: how can SUMP contribute to climate change adaptation?

Electric vehicles fuelled by the sun
Bulgaria: how can SUMP contribute to climate change adaptation?

• Promoting public transport, cycling and walking;
• Providing accessible infrastructure for safety and ecological transport
• Implementing of energy efficient technologies in the transport and using of alternative fuels
Are you interested in SIMPLA?

We are looking for replicators in countries not originally involved in the project.

Learn more on: http://www.simpla-project.eu
Replicators in SIMPLA?

12 organizations established in countries not involved in the partnership, interested in establishing new NFPs will be selected internationally through:

• a public procedure on the basis of specific characteristics, for example: having strong technical skills and competences and a vast knowledge of the territory they work in;

• being able to influence decision makers and have matured long-lasting relations with relevant public authorities;

• having a recognized record of previous collaboration with local authorities;

• having a significant experience in the creation of SUMPs and SEAPs.

Selected organizations will be invited to the replication workshop and provided with all the necessary know-how and tools to replicate SIMPLA’s actions back home.
Thank you!

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