Call for project proposals:

Fostering low-carbon strategies and energy efficiency in specific Interreg MED territories: cities, islands and remote areas

(Axis 2)

Terms of Reference

Specific Objective 2.3.: Increase capacity to use existing low carbon transport systems and multimodal connections among them.
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Priority Axis 2: Fostering low carbon strategies and energy efficiency in specific Interreg MED territories. Cities, islands and remote areas.
Axis Budget 44.8 ME ERDF+ 1.9 M€ IPA.
Specific objective 2.3 To increase capacity to use existing low carbon transport systems and multimodal connections among them. To increase the use of sustainable transport systems by developing connectivity and low-carbon mobility plans, implementing rail and sea services as well as applications for passengers and freight in MED territories. Actions will have to pay a specific attention to the different categories of end users (taking into account the specific needs, economic, social and geographical situations).
The result indicator to increase capacity to use existing low carbon transport systems and multimodal connections is the share of urban plans which include low carbon transport and multimodal connection soft actions

GENERAL INTRODUCTION

The MED 2014-2020 programme is committed to the development of a new thematic and methodological basis in order to:
- Seek the improvement of the quality of the contents and aims of the programme, pursuing the development already started in the 2007-13 programming period
- Respect the requirements of the new Regulations recalling for more thematic concentration
- Answer the demands of the actors of the European territorial cooperation in the challenging socio-economic context of the Mediterranean

The Cooperation programme developed by the participating States and validated by the Commission, is completed with Terms of Reference that detail the aims of each Specific Objective. The new architecture will make project implementing simpler and more flexible, adapting to the research of both concrete and transferable solutions. Links between the domains of content and policy become tighter and are backed up by communication and capitalization activities structured on the programme level.

Equally, the governance of the programme and its further evolution have become a Priority action of its own: it will be fed with contents also coming from other programmes and policies, striving towards a more strategic vision of the whole MED area.

1. Thematic context

1.1. EUROPEAN UNION

1.1.1. Europe 2020 STRATEGY

In order to overcome the economic crisis in Europe, the Europe 2020 strategy for the next coming years states that growth in Europe should invest for a more smart Europe, through effective investments in education, research and innovation; a more sustainable, towards a low-carbon economy and a more inclusive, with a strong emphasis on job creation and poverty reduction. In addition, to ensure coordinated policy actions between the EU and national levels Europe 2020 strategy set up a strong and effective system of economic governance.

Aiming to progressively decrease primary energy consumption by 2020 and 2030, the EU targets for sustainable growth include:
- reducing energy sustainability greenhouse gas emissions 20% (or even 30%, if the conditions are right) lower than 1990;
• reducing 20% of energy from renewables;
• increasing 20% increase in energy efficiency.

In this framework, the Strategy highlights the importance of a modernised and sustainable European transport system for the future development of the Union and stresses the need to address the urban dimension of transport.

Urban areas also account for a high share, some 23%, of all CO2 emissions from transport. Cities need to make more efforts to contribute to achieving the 60% reduction in greenhouse gas emissions called for by the 2011 White Paper on Transport. With their high population densities and high share of short-distance trips, there is a greater potential for cities to move towards low-carbon transport than for the transport system as a whole, through the development of walking, cycling, public transport – and the early market introduction of vehicles powered by alternative fuels.

EU legislation on Air Quality intends to protect citizens from harmful exposure to air-borne pollutants but cities are still struggling to comply with the legal requirements.

The Special Eurobarometer on attitudes towards urban mobility survey investigated attitudes towards urban mobility. A strong majority of citizens considers congestion, the cost, and the negative environmental and human health impacts of urban mobility and transport patterns to be important problems. The survey also showed that considerable differences exist across the EU. There is an increasing 'urban mobility gap' between Europe's few advanced cities and the majority trailing behind.

1.1.2. Thematic Programmes

In this context, the European Union reinforces its support to tackle urban mobility challenges by sharing experiences, showcasing best-practices, and fostering cooperation, through the following initiatives:

• The Urban Mobility Observatory (ELTIS) contributes to the EU low carbon policy through the European Platform on Sustainable Urban Mobility Plans (SUMP) supporting the transition towards competitive and resource-efficient mobility systems in Europe’s cities.
• URBACT (Financed under European Territorial Cooperation) supports exchange and capacity building between European cities.

Focussing research and innovation on delivering solutions for urban mobility challenges:

• CIVITAS by supporting local partnerships in implementing and testing new urban mobility approaches under real-life conditions in HORIZON 2020.

Providing target financial support for urban mobility projects through European Structural and Investment Funds, Horizon 2020, LIFE, Connecting Europe Facility as well as other financial instruments.

1.1.3. Other funding instruments.

Notably, the Regional Operational Programmes with ERDF funds are also focusing in a high percentage to the shift towards a low-carbon economy in all sectors (Thematic Objective 4), including energy. Namely, national and regional programmes, have been the most important source of funding for the implementation of urban mobility projects, with around € 8bn allocated to such projects over 2007-2013. The support continues over 2014-2020, the envelope being even higher than over the previous period. Urban mobility can be addressed under Thematic objective 4: Low-carbon economy (promotion
of sustainable multi-modal mobility) and Thematic objective 7: Sustainable transport, as well as under the "Integrated action for sustainable urban development" (Article 7 of the ERDF Regulation).

Initiatives, as **Covenant of Mayors** also back the EU low carbon objectives in transport by the Sustainable Energy Action Plans (SEAPs). The Covenant signatories, local and regional authorities aim to voluntarily commit to increasing energy efficiency and use of renewable energy sources on their territories.

In this context, the **European Investment Bank** also contributes to the EU low carbon policy through its loans, but not only, also other services such as blending and advising (ELENA, European Structural and Investment Funds _ESIF, JEREMY, JESSICA) helps Energy projects to find their way.

### 1.2. MEDITERRANEAN SPACE.

#### 1.2.1. Interreg MED Context.

The overall objective of the Interreg MED programme is to promote sustainable growth in the Mediterranean area by fostering innovative concepts and practices (technologies, governance, innovative services...), reasonable use of resources (energy, water, maritime resources...) and supporting social integration through an integrated and territorially based cooperation approach. Under this aim, the Interreg MED programme will support projects that will promote a more resource-efficient, competitive and greener economy in the Mediterranean area.

**Priority Axis 2. Low Carbon Economy**

Low carbon economy is a key issue for territorial sustainable development and for EU objectives (reduction of GHG, increase energy efficiency and use of renewable energy). It is especially important for the mitigation of climate change that has strong consequences in Mediterranean regions. However, the contribution of the Interreg MED programme must be in coherence with the fact that regional and national programmes provide already an important support for it.

The Axis includes three distinctive specific objectives: energy efficiency in buildings, renewable energy production and use, and low carbon mobility.

**Specific Objective (SO) 2.3** To increase capacity in using the existing low carbon transport systems and multimodal connections among them in an urban territorial context.

The following needs in the Interreg MED context were detected to select the Investment priority 4e *Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multi-modal urban mobility and mitigation relevant adaptation measures and more specifically for the SO 2.3:* 

- Significant emission of GHG in the transport sector and in Mediterranean cities
- Need to improve the living environment in high density areas, reduce the effect of human activities on sea, land, air and human health
- Need to maintain and improve the mobility and quality of life of populations in a context of economic crisis.
- High pressure on coastal roads unable to absorb increasing traffic
- Limited transnational maritime/rail public transport services for passengers and freight (including shipping which can also be a major source of emissions especially in ports: PM, SO2, NO2...affecting people’s health and ecosystems).
• Need for transport and logistics as leverages to boost the competitiveness of the Interreg MED area.
• Use of renewable energies lower than the EU average
• Excessive share of goods transported by road and huge impact of transport on the Interreg MED area.

And so the analysis described in the Interreg MED COOPERATIONAL PROGRAMME (CP) identified as SWOT, the following elements as a base of the SO 2.3

<table>
<thead>
<tr>
<th>Strengths</th>
<th>Weaknesses</th>
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<tbody>
<tr>
<td>- General good quality of transport networks.</td>
<td>- Geographical fragmentation and isolation of numerous territories (Islands, remote areas).</td>
</tr>
<tr>
<td>- Overall satisfactory accessibility, notably for large urban areas.</td>
<td>- Badly managed urban development, notably in coastal areas</td>
</tr>
<tr>
<td>- Good level of road infrastructures.</td>
<td>- Dependence of Mediterranean territories from the road transports</td>
</tr>
<tr>
<td>- Large network of port cities well equipped to deal with the flow of passengers and goods.</td>
<td>- Predominance of individual transports in urban and surrounding areas</td>
</tr>
<tr>
<td>- Strategic geographical location between East and West Europe and Africa.</td>
<td>- Lower density of the railway network than the EU average</td>
</tr>
<tr>
<td>- Satisfactory level of airport facilities.</td>
<td>- Low multimodal accessibility</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Good position of islands and INTERREG MED regions as hubs for tourists and trade</td>
<td>- Transport is a major source of pollution</td>
</tr>
<tr>
<td>- Development of multimodal transport systems</td>
<td>- Lack of European coordination in the communication system</td>
</tr>
<tr>
<td>- Reinforcement of existing railway network</td>
<td>- Competition with north and central European urban centres</td>
</tr>
</tbody>
</table>

1.2.2. MED 2007-2013

The MED programme, in the period 2007-2013, focused its accessibility axis namely to maritime and multimodal transport. Nevertheless very few projects were financed tackling some aspects of sustainable urban transport, such as the access of cruise passenger to the city. In this regard, several projects of the Integrated maritime call were dedicated to analyse the challenges in this topic. On the other hand, also a particular urban dimension was absent from the previous programming, as a specific objective. However a few projects considered the city dimension and low carbon strategy in an integral way, such as CAT MED giving as a result Malaga Charter where the concept of sustainable Mediterranean cities is enhanced, CREPUMED dedicated to urban planning and governance, CYCLO focusing on the realization of experiences of sustainable mobility through the implementation of bike-use in small and medium urban systems in the MED area and SMILE developing urban logistics solutions. Finally, URBAN EMPATHY, as a capitalization project providing concrete results to improve the efficiency of sustainable urban policies in the Mediterranean.
1.2.3. Other European Territorial Cooperation (ETC) and neighbourhood programmes.

In order to strengthen the capitalisation and exchanging of best practices, the new Interreg MED projects could take into account project activities of the following programmes, when relevant for this objective 2.3.

Geographically speaking, for the Interreg MED there is a strong link with the Adriatic-Ionian programme ADRION and the Balkan Mediterranean, but also with ENI CBC Mediterranean programme, whose territory is also partly covered by the MED programme. To add, other ETC transnational programmes coexisting in the eligible space such as SUDOE and Alpine Space has also strong ties with the MED. Some of these programmes are also financing topics related to low carbon mobility in cities during this programming period.

Moreover, from a thematic point of view, there will be a natural link with the Interreg Europe Learning Platforms, Interact and no need to say with URBACT III, which is the Urban Programme in European Territorial Cooperation per se. For 2014-2020, these experiences should be revisited, whenever possible.

2. Modus operandi

2.1. A NEW APPROACH

For information, the Interreg MED architecture is composed of three typologies of projects (see section 2.1 of the Programme Manual for further information on the types of projects):

- Modular projects
- Horizontal projects
- Axis 4 Platform projects

This Terms of References concern only Modular Projects.

2.1.1. The Module-based approach

With the aim of transforming ideas into concrete and innovative solutions with a transnational impact, the Interreg MED Programme 2014-2020 has decided a new orientation in the typology of projects under thematic Priority Axis 1, 2 and 3, which reflects the three successive phases of a public intervention:

- a phase of study and development of strategies and policies;
- a phase of testing, to validate the hypothesis developed;
- a phase of transferability and capitalisation of results at the transnational level.

This approach is materialised by different “modules”, which applicants must refer to in the elaboration of their project (see section 2.1.1 of the Programme Manual for detailed information on each type of module combination).

A modular project can be composed by one or several modules depending on its strategy and main objectives, expected results, competences and experience of the partnership. Each one of the possible configurations (single-module or multi-module) is called a type of project. Three different modules are available to make seven types of projects, listed here below.
The modules:

- **M1 - STUDYING**: designing common approaches and strategies at transnational level:
  
  **Type of activities**: design of common approaches, elaboration of common strategies, models, rules and norms at transnational level, analyses, state of the art, share of information and establishment of networks. Projects focused on this module will analyse an intervention field, complement data, networks, references and elaborate shared methodologies, models, and strategies. These activities can be the main objective of the project or constitute the first phase of a broader project that will use these networks, models and strategies to launch pilot activities or launch a wider process of capitalisation, dissemination and transfer of experiences and results.
  
  **Types of outputs**: SWOT, state of the art, benchmarking, definition of approaches, joint action plans, common strategies, establishment of networks.

- **M2 - TESTING**: Pilot demonstration actions
  
  **Type of activities**: a module dedicated to pilot activities where project partners will have the possibility to test processes, techniques, models, in the perspective to setup solutions applicable to a wider set of users and territories. Pilot activities can be setup when the context, data and actors are already well identified and when technical and institutional conditions are favourable. In case of short feedback loops, the pilot activity can include both the preliminary work of analysis and the implementation of the pilot activity. The transferability of pilot activities to the territory is compulsory in this module.
  
  **Types of outputs**: Preliminary studies (feasibility), common methodology for demonstration, testing and evaluation, plan of results portability.

- **M3 - CAPITALISING**: Transfer, dissemination and capitalisation:
  
  **Type of activities**: When methodologies, practices, intervention tools have been tested and implemented by stakeholders at local or regional level and that they represent a strong interest for wider dissemination in the Interreg MED eligible area, projects can propose capitalisation and dissemination activities. A specific attention will be paid to the transfer of results towards regional and national ERDF programmes and to the involvement of end users in the dissemination processes. M3 projects are therefore expected to clearly identify a concrete and limited set of outputs/experiences delivered by previous initiatives (or eventually, on the verge of being delivered) in one very specific theme and capitalise them (by merging them, completing or extrapolating to other areas) in the territories targeted by the project. At this stage, applicants are encouraged to use results of former projects (from ETC or other EU programmes) and work on outputs of other modules. It will be necessary to ensure that tools, practices and methodologies are effectively taken on board by all actors concerned, and applied at local, regional, national or transnational level as broadly as possible and free of charge.
  
  **Types of outputs**: policy recommendations, Memorandum of Understanding, agreements, procedures, regulatory proposals.

**Types of modular projects in the Interreg MED Programme 2014-2020**

<table>
<thead>
<tr>
<th>Studying</th>
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<tr>
<td>Etude</td>
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Terms of Reference S.O.2.3. 1st call for proposals
Horizontal projects and the way they support modular projects in communication and capitalisation activities and ensure common results’ transnational transferability (see section 2.1.2 of the Programme Manual on Horizontal projects).

The horizontal projects under the coordination of the Programme Authorities will have the task to promote the modular projects’ communication and capitalisation actions within a joint framework, in order to better highlight the interests of the Programme as well as of the transnational projects themselves. Each modular project will be linked to a horizontal project.

Horizontal projects should capture elements of the modular projects within each thematic Programme specific objective, analyse them, summarise and ensure their transnational dissemination and transferability, in cooperation with the Programme Authorities. They will provide the frame for developing synergies, produce summaries and qualitative analysis as well as coordinate and manage (under supervision of the JS) the communication of a cluster of projects. They will structure and disseminate a message for the entire MED community and will work on thematic inter-axes links (1, 2 and 3) and with the Axis 4 "platform" project (governance).

Horizontal projects will help and support the communication and capitalisation of selected modular projects for each call and for each specific objective, proposing relevant tools for coordination between horizontal projects, between horizontal project and modular projects and finally between horizontal projects and the programme level.
The modular projects can benefit from the ‘savings’ created thanks to the work of the horizontal project: they will not need to carry out transnational communication or capitalisation tasks outside their territories and/or in a larger approach than their specific topics, which will be taken over by the horizontal project. Apart from local communication towards direct target groups of each partner, the modular projects can concentrate their effort mainly in content issues.

On the other hand, each modular project should contribute to the communication and capitalisation activities of the Horizontal project to which it is linked. The expected needs for this cooperation include, amongst others: preparing dispatches with the relevant information for communication or sectorial analysis, participating in events and discussion groups. This implies that each partner should consider the possibility of participating in up to two joint events per year organised by the horizontal projects.

For each modular project, a contact person should be designated to act as point of reference in the communication between the project and the horizontal project. In this flux of information, the modular projects are supposed to elaborate information in the most convenient format to be treated by the horizontal projects for communication or analytical purposes.

For information, Horizontal projects have dedicated Terms of References for the 1st Call for Proposals.

**Interreg MED Programme web platform and visual identity** (see section 2.5 of the Programme Manual on Communication activities):

For the daily coordination, the Interreg MED Programme will provide a web platform with all the necessary tools and functionalities. It will help horizontal and modular projects to receive/provide information and communicate with all necessary levels. The web platform will be the communication hub, allowing for promotion, but also management, coordination and exchange.

In this regard, modular projects should not foresee budget allocations to develop project websites. This indication is also valid concerning specifically the creation of project logos, since the Programme will also provide a common framework for the logos.

This common approach solution for the projects websites and logos will ensure economies of scale, reducing hosting and website development costs and allowing the projects to concentrate their budget allocations on the development of more effective communication activities at their level. Modular projects will be able to dedicate more efforts and time to the technical part and thus produce better results. Their partners will have to forecast a specific budget for transnational coordination with Horizontal project and communication activities at a local level.

2.1.2. From a “should” to a “must”

The project applications must be designed in order to provide objective responses to well identified challenges. Projects are requested to work over the outputs of previous operations, establishing a working plan of recognizable capacity to address concrete results. In short, project proposals have to establish a clear and logical path from a demonstrated need to tangible and realistic output(s).

Projects should be built under the perspective of capitalizing any relevant experiences and results (from activities financed by Interreg MED or other). This point of departure has to be fully identified, as well as the strategy for its use in the development of the new project. Actions and their expected outcomes have to address the relevant stakeholders and the uptake of conclusions, in accordance to the type of project and concerned sector of activity.
2.2. EXPECTATIONS FOR THE SPECIFIC OBJECTIVE.

The activities included in the first call of the Interreg MED PROGRAMME should contribute to the Objective 2.3: To increase capacity to use existing low carbon transport systems and multimodal connections among them.

In order to reach this objective, activities are focused on the improvement of capacity building, planning and other decision making tools (analysis, models, data collection...) and the promotion of innovative operational solutions, ensuring with its measures a leverage effect, maximizing grant funding results.

This specific objective will increase the use of sustainable transport systems by developing connectivity and low-carbon urban mobility plans, implementing services for passengers and freight in Interreg MED territories. Actions will have to pay a specific attention to the different categories of end users (taking into account the specific needs, economic, social and geographical situations).

2.2.1. What are we expecting from this call?

According with the result indicator of SO 2.3, the expected result is to define, to increase and/or improve the number of urban plans which include low carbon transport and multimodal connection soft actions in Mediterranean cities.

The different historical and economic dynamics during last century and dissimilar geographical orography can be considered as some of the reasons that contributed to an unbalanced development of the infrastructure system and the transport modality among the Mediterranean shores. As the development of infrastructures and transport systems is largely financed by other EC programmes, the MED programme will avoid duplicity and will specially intervene on the question of use and access to low carbon transport systems for the different categories of population and territories, developing transnational actions directed to support public transport services for multimodal passengers (urban transport, rail/maritime/cruise passengers). In this regard, the framework of Sustainable Urban Mobility Plans (SUMPs) or Sustainable Energy Action Plans, section transport (SEAPs) will be fundamental.

Urban Transports have also a strong influence on the living environment, on human health (pollution, noise), which should be taken into account in the development of innovative sustainable solutions. In this sense, following the Directive 2008/50/EC on Air Quality will be essential.

If we consider the Mediterranean urban context, on the average we speak about a small or medium-sized city, compact and based on proximity, facilitating basic services at a pedestrian scale. This baseline configuration, supported by the Malaga Charter has transformed Mediterranean cities into attractive places to live and visit. Due to the seasonal increase of population coming from cruises or tourists, the cities are changing their habits, needing to provide sustainable connections among the city, city-port, city-neighbourhood, trying to preserve their heritage, natural and cultural, namely of its historical centres and social cohesion.

The urban and multimodal transport planning and measures in cities located in the Interreg MED area will thus be particularly taken account in this call.

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1 Malaga Charter is a compromise of Mediterranean Cities for sustainable urban cities. This is a result coming from CAT MED Project (MED Programme)
The Interreg MED programme expects to obtain realistic project proposals that fully integrate the MED crosscutting principles of transnationality, cooperation, results-orientation, capitalisation and replicability all over the cooperation space of reference. Project proposals are entitled to integrate creative and innovative measures aiming at providing effective solutions to persistent problems of the Mediterranean such as the capacity to use existing low carbon transport systems and multimodal connections in cities.

For this specific objective, the main change sought is an increase of end-users having a better access to and using sustainable transport systems, promoting the Sustainable Urban Mobility Plans concept (SUMP).

- In this context, projects should improve on Sustainable Urban Mobility Plans (SUMPs) or Sustainable Energy Action Plans, section transport (SEAPs) by the analysis and promotion of models on sustainable transport services; launching pilot transport services; adapting measures, through planning, implementing and promotion of connectivity and low-carbon mobility plans and IT-based transport systems and services and capacity building and awareness raising activities.

- Projects shall ensure coherence and complementarity with ESI Funds (ERDF, ESF, Cohesion Fund, EAFRD, EMFF, see section 6.1 of the Cooperation Programme) and national programmes and/or other relevant regional/local plans, as well other EU and international thematic programmes and policies, taking into account on-going actions and, if relevant, supporting the transfer of results from the MED programmes to these programmes. In addition, the replicability of successfully proven practices and the multiplying effect of the actions will be the base to build projects in the MED new programming period.

2.2.2. Sub-thematic focus.

Even if the projects will be positioned in a specific thematic focus, the Interreg MED programme, as a cohesion policy fund will intervene with a holistic and integrated approach, which should be taken over by the projects financed in this programme.

In this perspective, there is a strong link with Specific Objective 2.2 dedicated to increase the share of renewable local energy sources in rural areas and islands. On the other hand, there is no need to say that any question regarding low carbon transport has a direct relation with energy efficiency and renewable. However, direct links are to be considered as well with Axis 1, considering innovation in the energy sector and smart-cities concept, and Axis 3.1, especially when energy efficiency and energy resources in tourist destinations are tackled, or regarding transport planning in high tourist destinations, mainly cities and islands (eg cruise tourism destinations).

The MED approach for urban sustainable transport in this call will focus on:

Sustainable Urban Mobility Plans or measures in the Mediterranean, implementing services for tourists, passengers and freight aiming to preserve its natural-cultural heritage and social cohesion, which makes the Mediterranean cities unique and attractive.

2.2.3. Possible actions (Non exhaustive list).

Different types of actions are possible under S.O. 2.3., from data collection to the development of models and tools, from knowledge transfer to awareness-raising and capitalization activities.
For this call for proposals, different options are proposed to the applicants:
- Single-module projects: module 1 or module 2 or module 3
- Combination of two modules: Modules 2+3 only.

Horizontal projects have a dedicated Terms of Reference. Possible of actions are listed here below.

1. **Assesing the performance of existing Sustainable Urban Mobility Plans or alike such as Sustainable Energy Action Plans (Covenant of Mayors) in the Mediterranean area to learn about the state of the art and its level of implementation in the relevant Mediterranean area**

   The information on the level of implementation of Urban Mobility Plans or alike in the Mediterranean area is important to achieve successful plans in the future. The results of the project should give recommendations for a well performed Sustainable Urban Mobility Plans. The commitment of decision makers to implement such recommendations will be welcome as a result.

   - Note. This action is an example which could be developed through out a Single-Module 1 (M1)

2. **Promoting the take up of the concept of Sustainable Urban Mobility Plans (SUMPs) strengthening the knowledge and capacities of local authorities**

   Achieving sustainable urban mobility requires the adoption of new strategic transport planning approaches at the local level, which cover freight and passenger transport in an integrated way. However, very few authorities undertake a sound analysis of trends, develop scenarios and provide the necessary long term policies and focus. Without strengthening local Mediterranean authorities' knowledge and capacities, a transformation of urban mobility planning will not be achieved.

   Proposals from networked groups of local authorities should include instruments and mechanisms for information exchange to assist them in preparing and implementing SUMPs. The plans should build on a solid methodology and include quantified targets. Proposals should ensure that the plans comprise a long-term vision, build on local consultation and interdepartmental coordination, include monitoring and evaluation, address financing options, and consider a wide range of measures, including newly-emerging technologies, policy-based, and soft measures.

   The action(s) on Sustainable Urban Mobility Plans will generate a high leverage factor, especially in regions and cities where take up is so far low and the impacts from transport are severe.

   Participants should show a strong commitment on the preparation and implementation of the plans. The action(s) on capacity building will produce validated, practical and replicable tools and methods with guidance and training material, resulting in a maximum reach of the target audience.

   - Note. This action is an example which could be developed through out a Single module project 2(M2) or Combination of modules 2+3 (M2+M3), depending on the scope of the project.

3. **Demonstrating and testing innovative solutions for cleaner and better urban transport and mobility**

   Many of Mediterranean cities are struggling to address the transport-related challenges they are facing. Innovative measures are emerging, but they are not taken up at a scale that is necessary to meet
the targets of the Transport White Paper. Cities in the Mediterranean are hesitating to implement innovative solutions because little information is available on their effectiveness and on how to overcome the barriers to successful implementation.

The solutions should combine new technologies, policy-based, and soft measures with also a strong transferability potential. They should cover several of the following categories: public pilot services for the transport of passengers and/or goods by train and/or ship in a multimodal perspective; demand management strategies; mobility management and travel awareness; safety and security; urban freight logistics; information systems and services; and clean fuels and low emission vehicles; car-independent lifestyles.

A demonstrated contribution to the development or revision of Sustainable Urban Mobility Plans, should be assured.

- Note. This action is an example which could be developed through out a Single module project 2(M2) or Combination of modules 2+3 (M2+M3), depending on the scope of the project.

4. Developing a framework for common, transparent data collection and performance measurement to allow comparability and replication between solutions and best-practice identification in the Mediterranean context

To develop the right context for common data Collection and performance measurement system which should be open, transparent and allow comparability of solutions. Work has to build on results from CONCERTO, CIVITAS, the Green Digital Charter and could embrace other initiatives and studies as Study on Harmonised Collection of European Data and Statistics in the Field of Urban Mobility. In addition to methodologies and Tools, proposals should establish a framework for Mediterranean cities to exchange best practices and compare achievements.

Performance indicators are to be developed at least along the environmental and economic dimensions of urban transport sustainability. The work has to consider existing European initiatives such as the Reference Framework for sustainable Cities.

The partnership should be able to involve the society in data management processes of cities according to the value of information and improvement of level of trust of citizens, to improve territorial knowledge for smart city planning and establish recommendations to policy makers for collecting new sources of data.

- Note. This action is an example which could be developed through out a Single module 1(M1) or 3 project(M3), depending on the scope of the project.

2.2.4. Beneficiaries and Target groups

Each type of project (considering its focus and modular approach) requires the best definition of the beneficiaries and target groups. For example, while a more end-user oriented project will demand the strong connection to civil society and/or professional organisations, a mainstreaming project or module will request the involvement of public authorities (policy-makers and public managers) having the adequate position and competencies to propose or change norms, regulations and plans.
The definition of key actors as beneficiaries and target groups should be extended also to all those networks and organisations that have an important experience in targeting and influencing policy makers (e.g. CoR, ARE, CPMR…) or whose involvement can ensure a multiplier effect in mobilising target groups.

Also social and economic actors (economic and registered citizenship associations) may be concerned / targeted, because they can adopt good practices and standards, thus changing socio-economic behaviours.

Other potentially relevant partners are organisations that have specific and scientific competences providing expertise for the production of outputs.

It is recommended that projects create synergies with entities/partners of projects of other territorial cooperation (and thematic) EU programmes (to be specified with concrete indications and, if possible, agreement letters), as well as with relevant International, EU and UN agencies / organisations enhancing good practices and policy recommendations to capitalise.

<table>
<thead>
<tr>
<th>Main categories</th>
<th>Examples for S.O. 2.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>local public authority</td>
<td>Municipality departments dealing with energy, urban planning and mobility issues</td>
</tr>
<tr>
<td>regional public authority</td>
<td>regional council departments dealing with energy, urban planning and mobility issues</td>
</tr>
<tr>
<td>national public authority</td>
<td>ministry, port authorities, etc.</td>
</tr>
<tr>
<td>sectoral agency</td>
<td>local or regional development agency, environmental agency, energy agency, etc.</td>
</tr>
<tr>
<td>infrastructure and (public) service provider</td>
<td>public transport, utility company (electricity supply, sewage, gas, waste collection, etc.), airport, port, railway, etc.</td>
</tr>
<tr>
<td>interest groups including NGOs</td>
<td>international organisation, mediterranean associations networks and platforms dealing with energy, urban, environmental and mobility issues</td>
</tr>
<tr>
<td>higher education and research</td>
<td>university faculty, college, research institution, RTD facility, research cluster, etc.</td>
</tr>
<tr>
<td>education/training centre and school</td>
<td>primary, secondary, pre-school, vocational training, etc.</td>
</tr>
<tr>
<td>Enterprises, except SME</td>
<td>Enterprises dealing with energy, urban, environmental and mobility issues</td>
</tr>
<tr>
<td>SME</td>
<td>Private energy suppliers,</td>
</tr>
<tr>
<td>business support organisation</td>
<td>chamber of commerce, chamber of trade and crafts, business incubator or innovation centre, business clusters, etc.</td>
</tr>
<tr>
<td>EGTC</td>
<td>European Grouping for Territorial Cooperation working in the fields of urbanism, transport, sustainable tourism, protection and valorization of natural and cultural heritage.</td>
</tr>
</tbody>
</table>
### Main categories

<table>
<thead>
<tr>
<th>Main categories</th>
<th>Examples for S.O. 2.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>International organisation, EEIG</td>
<td>NGO’s departments dealing with energy, urban planning and mobility issues</td>
</tr>
<tr>
<td>General public*</td>
<td>Citizens, end users of services developed, etc.</td>
</tr>
</tbody>
</table>

*General Public is relevant only as a target group.

### 2.2.5. Financial allocation per module

The indicative financial allocation for this Call for Proposals is:

- **ERDF**: 8.6 M€
- **IPA**: 0.345 M€

Partners are co-financed at 85% or 50% (for partners under GEBER regulation 651/2014). See section 2.2.4 of the Programme Manual for more information regarding the co-financing rates.

<table>
<thead>
<tr>
<th>Types of projects</th>
<th>Indicative number of projects to be approved under this Call</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>M1 – Studying</strong></td>
<td>1 project</td>
</tr>
<tr>
<td>Projects will focus on defining common strategies, policies, action plans, in particular on issues where the Interreg MED experience is insufficient</td>
<td></td>
</tr>
<tr>
<td><strong>M2 – Testing</strong></td>
<td>2 projects</td>
</tr>
<tr>
<td>Projects whose main activity will be to test on the territories tools, policies, strategies, joint plans that have been identified by previous projects (not necessarily arise by the Interreg MED experience). They may include, where necessary, the development of preliminary studies in the starting phase (feasibility or updating of the available literature). They will necessarily include a final phase for transferability in the territories concerned by the project.</td>
<td></td>
</tr>
<tr>
<td><strong>M3 - Capitalising</strong></td>
<td>1 project</td>
</tr>
<tr>
<td>Result capitalisation of previous projects (including demonstrations carried out in M2) for transferability in the Interreg MED area, especially in regional and national Ops, as well as across all the other EU territories whenever possible.</td>
<td></td>
</tr>
<tr>
<td><strong>M2 + M3 – Testing and capitalising</strong></td>
<td>2 projects</td>
</tr>
<tr>
<td>These projects will be the ambitious version of pilot projects (M2): besides testing public policy and aiming their transferability in the territories concerned (M2), they will in the second half integrate the results and experiences of other projects in order to adopt transnational models and their application in the regional and national policies for the Interreg MED, and even European, area.</td>
<td></td>
</tr>
<tr>
<td>Types of projects</td>
<td>Indicative number of projects to be approved under this Call</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td>Horizontal Projects: Communication and capitalisation of the programme in the long term (horizontal projects to each specific objective of the first three axes)”</td>
<td>1 Project. Please refer to the specific ToR for Horizontal projects</td>
</tr>
</tbody>
</table>

Projects are invited to plan the beginning of their activities on September 1st 2016.
3. References

3.1. INTERREG MED PROGRAMME DOCUMENTS AND PROJECTS

- Interreg MED Programme Manual.
- Diagnostic territorial analysis of the MED territorial cooperation programme (SWOT).

3.2. EU DIRECTIVES, REGULATIONS AND COMMUNICATIONS IN THE FIELD OF LOW CARBON TRANSPORT (URBAN DIMENSION):

- Together towards competitive and resource-efficient urban mobility": COM(913).
- Report "Cities of Tomorrow", European Commission, 2011

3.3. EU COMMISSION GUIDANCE DOCUMENTS

- Sustainable Urban Mobility Plans Guidelines. [www.mobilityplans.eu](http://www.mobilityplans.eu)
3.4. OTHER EU INITIATIVES AND PROJECTS FROM EU THEMATIC PROGRAMMES

- HORIZON 2020: Smart, Green and Integrated Transport and Still Running FP7 SMART CITIES AND COMMUNITIES.
- Intelligent Energy Europe Projects database.
- URBACT
  http://urbact.eu/?id=2110.
- KEEP Data base
- http://www.territorialcooperation.eu/keep/
- ELTIS. Urban Mobility Observatory.
  http://www.eltis.org/
- Convenant of Mayors.
  http://www.covenantofmayors.eu/index_en.html
- Civitas
  www.civitas.eu.
- Innovation & Networks Executive Agency (INEA) is the successor of the Trans-European Transport Network Executive Agency (TEN-T EA)
- Green Digital Agenda
- Urban Development Network.
- CONCERTO Initiative
  http://concerto.eu/concerto/concerto-sites-a-projects.html
- DG MOVE. Clean and Urban Transport.
  http://ec.europa.eu/transport/themes/urban/index_en.htm
- 7th Framework Programme for Research and Technological Development
- European Innovation Partnership (EIP) Smart Cities and Communities
- Intelligent Energy Europe programme (STEER)
- European Mobility Week.

3.5. COMPLEMENTARY SOURCES

- DG ENERGY
  http://ec.europa.eu/energy/energy/index_en.htm
- DGREGIO.
- DG MOVE
  http://ec.europa.eu/transport/index_en.htm
- United Nations Resolution 66/288 "The future we want"
ANNEX: SUSTAINABLE MOBILITY URBAN PLANS (SUMP)

Policy Framework

The European Commission is working closely with the Member States to ensure the Sustainable Mobility Urban Plans (SUMP) concept is adapted to the specific requirements and existing planning practices in each Member State and actively promoted at national level in order to reach out to the hundreds of cities in Europe. For this, in December 2013, the Commission presented the Communication "Together towards competitive and resource-efficient urban mobility": COM(913).

In this context, the Commission called for the broad uptake of Sustainable Urban Mobility Plans, namely though ESI funds. Sections 3 and 5 of the Communication highlighted inter alia:

Section 3: "Sustainable Urban Mobility Plans can help cities make efficient use of existing transport infrastructure and services and deploy urban mobility measures in a cost-effective way. The concept of Sustainable Urban Mobility Plans has gained considerable momentum in recent years and the Commission will continue to support development and promotion of the concept in the future. However, to ensure that best-practices in sustainable urban mobility planning are broadly taken up, this concept should be adapted to the specific requirements and existing planning practices in each Member State and then actively promoted at national level. Furthermore, appropriate measures should be taken in the Member States to ensure framework conditions that allow local authorities to implement local urban mobility strategies successfully."

Section 5: "ESI-funds should be used more systematically for the funding of integrated packages of measures, where cities have developed an integrated local transport plan, such as a Sustainable Urban Mobility Plan, and identified the appropriate actions."

SUMP Concept:

In an annex to above Communication, the Commission presented a Concept for Sustainable Urban Mobility Plans, which sets out the main features of a SUMP in more detail. Any urban transport plan aspiring to be a SUMP should meet all the elements put forward in this Concept.


The EU Platform on Sustainable Urban Mobility:

In order to facilitate EU-wide exchange in the development and implementation of the SUMP concept, the Commission launched last year the European Platform on Sustainable Urban Mobility Plans. Relevant LT authorities – from the national level and cities – should be invited to participate actively. In this context they can contact the Platform Secretariat – or the MOVE colleagues for more details.

http://www.eltis.org/mobility-plans

SUMP Guidelines:

The Platform published in 2013 revised Guidelines that shall help practitioners to implement the SUMP concept successfully: