



Ministero delle infrastrutture e dei trasporti

5° incontro della Rete Nazionale dei Nodi Urbani

22 luglio 2026



**Finanziato
dall'Unione europea**

MIT- DIPARTIMENTO TRASPORTI E NAVIGAZIONE
DIREZIONE GENERALE PER IL TRASPORTO PUBBLICO LOCALE - Divisione 3

RAM S.p.A.
Logistica • Infrastrutture • Trasporti

5° Meeting della Rete Nazionale dei Nodi Urbani

Evento Online
22 luglio 2026
11:30 – 13:00

- 11:30** Saluti introduttivi e presentazione dell'agenda
- 11:40** Aggiornamento del quadro normativo per i PUMS
- 12:00** Focus sulla raccolta degli indicatori della mobilità urbana
- 12:15** La sezione PUMS della nuova piattaforma dell'Osservatorio Nazionale TPL
- 12:30** Le nuove Linee Guida europee per lo sviluppo e l'implementazione dei PUMS
- 12:45** Prossimi passi e chiusura dell'incontro

1. a) Decreto direttoriale regime transitorio



Finalità

Il decreto disciplina la verifica di conformità e l'adeguamento dei PUMS ai requisiti del Regolamento (UE) 2024/1679, nonché i criteri per l'adozione ed il monitoraggio dei medesimi.

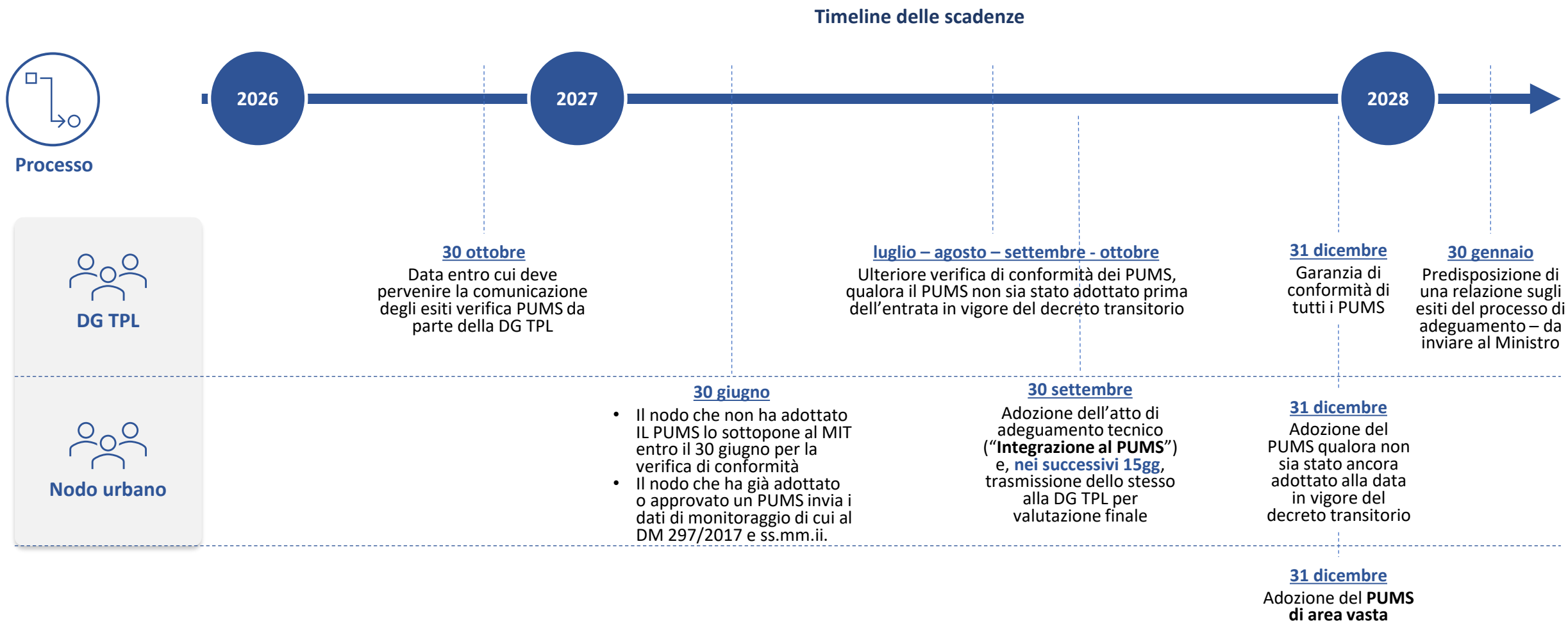


Soggetti interessati

- DG TPL quale Struttura Nazionale di Supporto ai PUMS
- Nodi urbani (Comuni e Città Metropolitane)

Criterio per la verifica: **il PUMS deve coprire l'intera estensione del nodo**, sia esso una Città Metropolitana o un Comune

1. a) Decreto direttoriale regime transitorio



1. b) Regolamento di esecuzione (UE) 2026/1554

REGOLAMENTO DI ESECUZIONE (UE) 2026/1554 DELLA COMMISSIONE — *del 9 luglio 2026*

recante modalità di applicazione del regolamento (UE) 2024/1679 del Parlamento europeo e del Consiglio per quanto riguarda **la raccolta e la presentazione alla Commissione di dati sulla mobilità urbana per nodo urbano nei settori della sostenibilità, della sicurezza e dell'accessibilità**

Contesto delle politiche: dal Regolamento TEN-T al Regolamento di Esecuzione



Il quadro TEN-T

- Il Regolamento TEN-T rivisto (UE) 2024/1679, in vigore da luglio 2024, individua 431 nodi urbani in tutta l'UE.
- L'Articolo 40(1)(b) richiede ai nodi urbani di raccogliere dati sulla mobilità urbana e, tramite gli Stati membri, trasmetterli alla Commissione.
- L'Articolo 41(2) impone alla Commissione di adottare un atto di esecuzione che specifichi indicatori, metodi e scadenze.



Natura giuridica

- Vincolante nella sua interezza e direttamente applicabile in tutti gli Stati membri.
- Entra in vigore 20 giorni dopo la pubblicazione nella Gazzetta ufficiale **ovvero il 30 luglio 2026**

1. b) Regolamento di esecuzione (UE) 2026/1554

Gli 11 indicatori di valutazione della Mobilità Urbana

Area	Codice	Descrizione	
 Orizzontale	HO.1	Numero totale di persone (per sesso e fascia d'età)	} Traccia B: Sistema automatizzato EU } } Traccia A: Controllo nazionale diretto
	HO.2	Estensione dell'area geografica (km ²)	
	HO.3	Numero totale di nodi di accesso	
 Sostenibilità	SU.1	Numero di spostamenti giornalieri (per 5 modalità di trasporto)	} Traccia A: Controllo nazionale diretto
	SU.2	Parco auto circolante (per tipo di alimentazione, standard Euro, proprietà)	
 Sicurezza	SA.1	Numero di incidenti stradali all'anno	} Traccia B: Sistema automatizzato EU
	SA.2	Numero di persone gravemente ferite all'anno	
	SA.3	Numero di persone decedute all'anno	
 Accessibilità	AC.1	Numero di nodi di accesso con ≥ 4 partenze programmate per linea all'ora nelle ore di punta	} Traccia A: Controllo nazionale diretto } } Traccia B: Sistema automatizzato EU
	AC.2	Numero totale di stazioni ferroviarie	
	AC.3	Numero di stazioni ferroviarie accessibili	

1. b) Regolamento di esecuzione (UE) 2026/1554

Percorsi di trasmissione e salvaguardie



Traccia A: Controllo nazionale diretto

Gli Stati membri raccolgono e trasmettono dati tramite la piattaforma TENtec.

Si applica a: **HO.3**, **SU.1**, **SU.2**, **AC.1**



Traccia B: Sistema automatizzato EU

La Commissione Europea estrae dati da database esistenti qualora disponibili nei sistemi EU. Nessuna azione è richiesta allo Stato Membro in questo caso.

Si applica a: **HO.1**, **HO.2** (da Eurostat), **SA.1**, **SA.2**, **SA.3** (da CARE), **AC.2**, **AC.3** (da ERSAD)



Salvaguardie integrate

→ Meccanismo di fallback: se i dati di geolocalizzazione non sono disponibili nel database UE per un determinato nodo urbano, lo Stato membro deve raccogliere e trasmettere autonomamente i dati.

→ Diritto di revisione: gli Stati membri possono chiedere alla Commissione di rivedere i dati che sono stati estratti per loro conto.

1. b) Regolamento di esecuzione (UE) 2026/1554

Scadenza: sistema standard di reporting



Ciclo standard (Articolo 5(1))

- Prima trasmissione: 31 dicembre 2027
- Trasmissioni successive: **ogni 4 anni** (2031, 2035...)
- I dati devono essere i più recenti e aggiornati disponibili al momento della trasmissione



Indicatori di sicurezza: copertura pluriennale (Art. 5(4))

- Gli indicatori di sicurezza (SA.1, SA.2, SA.3) richiedono dati su base annuale
- La trasmissione **ogni 4 anni** deve coprire i 4 anni precedenti (es. 2023–2026 per la prima trasmissione)
- Se non è possibile coprire tutti e 4 gli anni:
 - inviare il maggior numero possibile di dati
 - fornire i dati mancanti nella successiva rendicontazione

Timeline delle scadenze



2. Focus sulla raccolta degli indicatori HO.3 e AC.1

Il **Regolamento di esecuzione (UE) 2026/1554** definisce gli indicatori in oggetto secondo la seguente tabella:



	Orizzontali	Accessibilità
ID	HO.3	AC.1
Titolo	Numero totale di nodi di accesso nell'area geografica	Numero di nodi di accesso presenti nell'area geografica con quattro o più partenze programmate durante l'ora di punta per linea all'ora, su almeno una linea.
Unità di misura	[# nodi di accesso]	[# nodi di accesso]
Provenienza del dato	Stato Membro	Stato Membro
Modalità di reperimento del dato	Lo Stato Membro raccoglie il dato ai sensi di quanto disposto dal Regolamento Delegato (EU) 2017/1926 .	Lo Stato Membro raccoglie il dato ai sensi di quanto disposto dal Regolamento Delegato (EU) 2017/1926 . Ora e durata dell'intervallo in orario di punta è determinato dallo Stato Membro ma deve essere minimo 1 h il mattino e 1 h il pomeriggio e riguardare un giorno feriale.
Ratio dell'indicatore	Individuare i nodi di accesso del trasporto di linea/ad orario	Individuare quanti di questi nodi dispongano di almeno una linea con una frequenza di passaggio di almeno 15 minuti

3. Nuova piattaforma dell'Osservatorio Nazionale TPL – PUMS



È disponibile la nuova piattaforma dell'Osservatorio nazionale per il supporto alla programmazione e per il monitoraggio del trasporto pubblico locale e della mobilità locale sostenibile all'indirizzo <https://www.govmpl.it>
Sostituisce la precedente che era disponibile sul Portale dell'automobilista.



Attività per i referenti dei nodi urbani

- Confermare il nominativo all'email Segreteria PUMS o per PEC se è cambiato
- Accesso al modulo «Gestione PUMS» presente all'interno della nuova piattaforma dell'Osservatorio TPL
 - 1 Autenticazione alla nuova piattaforma
 - 2 Richiesta di profilazione dell'utente
 - 3 Accesso al modulo «Gestione PUMS»
 - ✓ Verifica dei dati disponibili, nonché inserimento e validazione dei dati di monitoraggio degli indicatori nazionali per le annualità mancanti

4. Nuove Linee Guida europee per i PUMS

2019

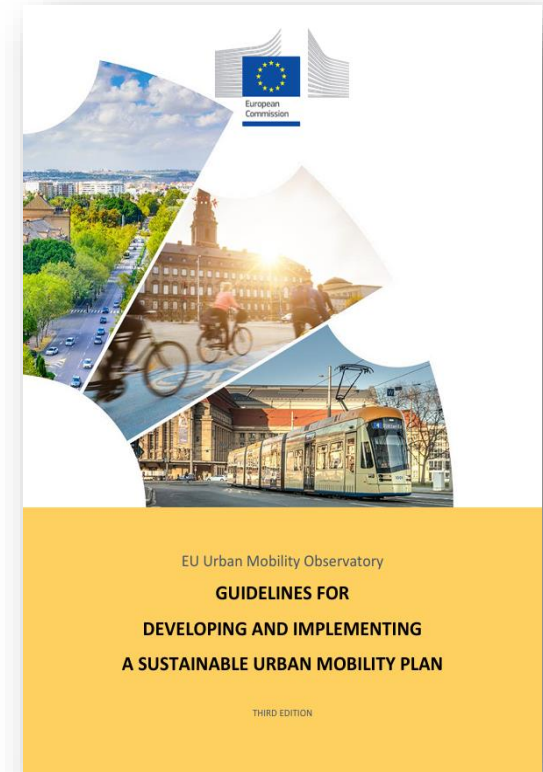
- Seconda edizione delle LG PUMS: tabella di marcia pratica per lo sviluppo dei PUMS e pilastro della pianificazione della mobilità urbana in Europa.

2023

- Avvio del processo di aggiornamento

2026

- Terza edizione delle LG PUMS: recepisce l'evoluzione delle politiche europee, degli sviluppi tecnologici e nella gestione dei dati



! L'aggiornamento mira a supportare città e regioni nello sviluppo dei loro PUMS con ulteriori chiarimenti, nuovi collegamenti ed esempi aggiornati - **non offre uno strumento interpretativo dei requisiti TEN-T.**

4. Nuove Linee Guida europee per i PUMS

Temi attraverso cui la DG MOVE della Commissione Europea ha presentato gli aggiornamenti:

a

Allineamento delle
politiche

b

Integrazione con la
rete TEN-T

c

Clima, energia e
resilienza

d

Pianificare oltre i
confini della città

e

Dati, indicatori e
monitoraggio

f

Logistica e merci

g

Inclusione,
accessibilità e
transport poverty

h

Attuazione e
finanziamenti

4. a) Allineamento delle politiche

Aggiornamento dei principi alla base dei PUMS legati maggiormente alle politiche europee su clima, sicurezza e trasporti, e più tecnicamente specifici:

1. Clear and measurable goals and objectives.
2. Long-term vision and a clear implementation plan.
3. Assessment of current and future performance.
4. Integrated development of all modes of transport while prioritising the most sustainable ones.
5. Integrated approach to passenger mobility and urban freight transport and logistics.
6. Participatory approach and coordination with other relevant initiatives.
7. Monitoring, review, reporting and quality assurance.
8. Guidance and support at European level.



1. Obiettivi e traguardi chiari e misurabili.
2. Visione di lungo periodo e chiaro piano di attuazione.
3. Valutazione delle prestazioni attuali e future.
4. Sviluppo integrato di tutte le modalità di trasporto, dando priorità a quelle più sostenibili.
5. Approccio integrato alla mobilità dei passeggeri e al trasporto merci urbano e alla logistica.
6. Approccio partecipativo e coordinamento con altre iniziative pertinenti.
7. Monitoraggio, revisione, rendicontazione e garanzia della qualità.
8. Orientamento e supporto a livello europeo.

Forte integrazione con il **quadro normativo europeo recente** (*Green Deal europeo, Sustainable & Smart Mobility Strategy, Urban Mobility Framework, Regolamenti su carburanti alternativi e ITS, ecc..*).

1.5 How can the European, national and regional level support Sustainable Urban Mobility Planning?

Urban mobility planning calls for an integrated place-based approach that addresses the diversity of urban and regional contexts along the network. Rather than applying uniform solutions, it is deeply rooted in the specific needs, opportunities, and characteristics of each place. It encourages the integration of transport with spatial planning, environmental and climate goals, public health, and energy systems, tailored to local realities. Recognising the complexity of urban, peri-urban, and rural interconnections, this place-based perspective ensures that planning is responsive across all governance levels - local, regional, and national - while respecting the distinct identity and challenges of each territory. Such a collaborative approach is vital to building resilient mobility systems and requires adaptive, multi-level governance models that empower local actors and foster territorial cohesion.

Higher levels of government could enable this collaboration through supportive frameworks, while fostering partnerships that extend across

governance levels and, in some cases, even across national borders. Such an approach will ensure that urban mobility policies are effectively aligned with broader policy objectives, leading to more sustainable and cohesive urban development.

Support through the revised Trans-European Transport Network (TEN-T) Regulation

The revised Trans-European Transport Network (TEN-T) Regulation⁴⁶ entered into force in July 2024. It strengthens the role of cities within the network and designates 431 urban nodes as key enablers of sustainable, efficient and multimodal transport. The regulation outlines specific requirements for urban nodes:

- By 2027, each urban node must adopt a SUMP. Key aspects are further set out in the guidance in Annex V.

4. b) Integrazione con la rete TEN-T



Adozione e monitoraggio di un PUMS per ciascun nodo urbano.



Raccolta e presentazione alla Commissione di dati sulla mobilità urbana per nodo urbano.



Individuazione per ciascun Stato membro di un punto di contatto nazionale (NSCP) per i PUMS.



Istituzione per ciascun Stato Membro di un programma nazionale di supporto ai PUMS.

National SUMP Support Programme (NSSP)

Recognising the need for national and regional level support, the European Commission, in its 2021 Urban Mobility Framework, emphasised the importance of stronger governance to align SUMPs with European guidelines while respecting local contexts. Subsequently, in March 2023, the Commission issued a Recommendation on National SUMP Support Programmes (NSSPs)⁵⁸, urging Member States to establish long-term support programmes that include legal, financial, technical, educational and organisational measures. These programmes are recommended to be managed by a national programme office, ensuring SUMPs are effectively implemented and in line with European best practices. The national SUMP programme management offices will also act as the focal point for SUMP-related matters and collaborate with the European Commission Expert Group on Urban Mobility (EGUM). With the 2024 revision of the TEN-T Regulation (EU 2024/1679)⁵⁹, which requires all urban nodes to adopt and monitor a SUMP by 2027, the Member States are now obliged to designate a national SUMP contact point and to establish an NSSP by 2025.

The scope of the NSSPs should be based on the needs and interests of cities, tailored to the national, regional context. Activities could include, for example:

- Establish a National SUMP Platform to promote SUMPs, share best practices, and provide harmonised guidance through conferences, training, online resources, and social media.
- Enhance cross-sectoral cooperation by creating a national-level SUMP working group and by integrating funding across sectors such as transport, energy, health, and urban planning.
- Develop national SUMP guidance tailored to the country's context and provided in the national language.
- Introduce supportive legislation (e.g. requiring larger cities to develop SUMP).
- Strengthen coordination between SUMP and other strategic plans, such as spatial planning, Sustainable Energy and Climate Action Plans (SECAPs), and Sustainable Urban Logistics Plans (SULPs).
- Provide financial support for SUMP development, implementation, and capacity-building activities.
- Implement assessment tools to evaluate SUMP quality and ensure effective use of funding.
- Offer technical assistance and advisory services to support cities in SUMP development.
- Ensure policy alignment and monitoring to maintain SUMP effectiveness and integration with broader sustainability goals.

4. c) Clima, energia e resilienza

Inquadramento del PUMS come **strumento per promuovere sistemi di mobilità resilienti e a neutralità climatica**

→ Maggiore allineamento con la **mobilità elettrica** e con le **infrastrutture energetiche**: viene sollecitato il coinvolgimento dei gestori delle reti e dei sistemi elettrici fin dalle prime fasi.

Novità principali

- **[Fase 2] Backcasting**: gli obiettivi climatici di lungo periodo vengono tradotti in modo più chiaro e in azioni a breve termine attraverso l'approccio del **backcasting**.
- **[Fase 3] Energy Efficiency First**: un nuovo riquadro introduce l'**efficienza energetica come criterio da considerare per la selezione dei pacchetti di misure** → incoraggiamento del passaggio verso modalità di trasporto più efficienti dal punto di vista energetico

Practice Example
Leuven, Belgium: Harmonised Climate Planning and SUMP

Alignment of climate planning and SUMP may require different approaches to coordinated action. The city of Leuven, Belgium, developed "Leuven 2030" in 2019, which integrates multi-actor actions and bre...

GOVERNANCE EVOLVING LEUVEN 2030

Integrating backcasting into:
Incorporating climate mitigation at short-term and long-term sustainable a desirable future state by setting backwards in order to identify those measures and or required date⁸⁵. At a minimum, one scenario multiple scenarios to be tested, but ideally, all sce should define the desired future state and assess the gap analysis to prioritise key areas for action.

Together with stakeholders, practitioners can jointly goals. The approach should also identify milestones to ensure effectiveness and track progress towards the city's objectives.

The Count Emissions EU proposal supports backcasting in scenario planning by providing a standardised method for calculating transport-related GHG emissions⁸⁶. The Topic Guide on „Decarbonisation of Urban Mobility“ offers guidance on effective implementation and emission reduction strategies⁸⁷.

Applying the “Energy Efficiency First” (EE1st) principle in the SUMP measure selection process

EU energy and climate policy requires public authorities to apply the Energy Efficiency First (EE1st) principle when they take major planning and investment decisions, including in transport. For urban mobility, the Commission’s EE1st Recommendation¹⁰² highlights SUMP as a key place to assess the energy efficiency of different modes, technologies and network design, and to plan measures that reduce transport energy consumption.

The principle should already have informed earlier phases of the SUMP process: the analysis of problems and opportunities (including current and projected energy use in the mobility system), the determination of the planning framework (including national and EU obligations on energy efficiency and climate), and the definition of the vision, objectives, indicators and targets. Activity 7.2 is where these elements come together and are translated into concrete, implementable measure packages. Cities and regions are encouraged to work closely with energy agencies, distribution system operators, public transport authorities, social partners and civil society to ensure that the packages they design reflect EE1st, support wider energy and climate plans, and respond to the needs of different user groups. In this way, energy efficiency becomes an important design criterion of the SUMP, rather than an afterthought, and helps guide investment decisions towards the most sustainable and cost-effective solutions over the long term.

Applying EE1st in the measure package definition means that options are not evaluated only by their impacts on metrics like congestion, emissions or travel times, but also by how they affect overall transport energy demand, the utilisation of existing assets, and the implications for local energy networks and energy system planning. Packages that prioritise avoiding unnecessary trips, shifting travel to more energy-efficient modes and improving the efficiency of the remaining motorised trips should therefore be considered first, before turning to solutions that primarily expand capacity or lock in higher energy consumption. Where different packages perform similarly on other policy goals, EE1st suggests giving preference to those that make better use of existing infrastructure, require less additional energy supply and support the integration of local renewable energy sources.

EE1st principle becomes a practical guide for how cities and regions compare options and assemble measures into coherent packages. At this stage, authorities are often confronted with choices such as whether to widen a congested road or instead invest in demand management and street reallocation; whether to channel scarce resources into new infrastructure or into making existing networks work better through improved operation, maintenance and integration; and whether to concentrate primarily on electrifying today’s mobility patterns or first reduce and shift travel demand so that the remaining demand to be electrified is as low and efficient as possible. EE1st encourages decision-makers to favour those combinations of measures that, when assessed on a comparable basis, deliver the same or better accessibility and quality of life with lower lifetime energy use and system costs.

Figure 21. The backcasting planning approach, as illustrated by

towards a socially just imple

Image: Leuven 2030, © vzw Leuven

4. d) Pianificare oltre i confini della città

Adozione del concetto di **città funzionale** → invito a **definire l'area di pianificazione sulla base dei reali flussi di mobilità**.

Tali flussi comprendono non solo gli spostamenti casa-lavoro, ma anche le consegne merci, i percorsi logistici, i collegamenti suburbani e periurbani e le connessioni tra aree rurali e urbane.

Novità principali

- **[Fase 1] Ampliamento degli attori da coinvolgere:** gestori dell'infrastruttura ferroviaria, le imprese ferroviarie e gli operatori del trasporto merci e della logistica.

Inoltre, sono stati integrati:

- un riferimento alla guida ***Sustainable Neighbourhood Mobility Planning***;
- un nuovo esempio pratico tratto da **SMARTA-NET** con indicazioni sulla mobilità sostenibile tra aree rurali, remote, isolate e urbane.

Planning beyond city borders in EU Member States

Planning beyond city borders is essential to tackle urban mobility impacts. Congestion, emissions and air pollution, limited network capacities, and road safety, for example, require coordinated action across the entire functional city. Practitioners should consider both commuting and freight dimensions when planning beyond city borders. The functional city is the key scale for SUMP, ensuring integrated policies, optimised investments and improved transport services beyond municipal boundaries. Planning beyond city borders is mandatory for urban nodes, expressing that urban mobility planning should extend beyond their city limits.

The European Union recommends a bottom-up approach for practitioners to ensure that mobility planning extends beyond city boundaries, ensuring that infrastructure and services are accessible to all areas densely around urban nodes, ensuring sustainable urban mobility.

Once practitioners have developed a coordination framework, both the development of mobility plans and the implementation of several municipalities, ensuring that mobility planning aligns with existing governance structures.

- What structure is required for mobility planning?
- How should planning be integrated with existing governance structures?
- What level of flexibility is needed to ensure mobility planning aligns with existing governance structures?
- Which key stakeholders within the functional city should cooperate with?
- How to share data across municipal boundaries?
- How to finance planning, monitoring and evaluation?

Different approaches have been used across Europe to ensure that mobility planning aligns with existing governance structures, ensuring that mobility planning aligns with existing governance structures.

The Sustainable Neighbourhood Mobility Planning Topic Guide

The Sustainable Neighbourhood Mobility Planning Topic Guide, developed within the SUNRISE project, offers guidance on integrating neighbourhood-based planning into city-wide SUMP. Neighbourhoods are where daily mobility needs are most visible, making them the focal points for developing effective and people-centred solutions. By engaging residents and local stakeholders, cities can tap into valuable insights, from curb design details to preferred walking and cycling routes, that may be too specific for city-wide planning but are crucial for improving local mobility. This bottom-up approach strengthens public support and leads to more effective mobility planning.

Practice Example

The SMARTA-NET project: promoting sustainable mobility between rural, remote, isolated and urban areas

The SMARTA-NET project⁶³ was a key initiative in advancing sustainable rural mobility across Europe. As rural areas face distinct mobility challenges compared to urban centres, SMARTA-NET has adapted the SUMP framework to the needs of different types of rural communities. The project was built on the legacy of SMARTA⁶⁴ and SMARTA 2⁶⁵ projects focusing on shared mobility solutions in rural areas.

Tailored guidelines and solutions⁶⁶ help municipalities and regions integrate rural mobility planning into SUMP from the early stages of plan development. Rural mobility should not be treated in isolation but rather as an essential component of a well-connected regional transport network. Therefore, tailored urban-rural governance arrangements and stakeholder engagement in rural mobility planning are key to designing solutions which reflect the specific needs of rural populations while remaining financially and operationally sustainable. Local authorities should collaborate across different administrative levels to foster partnerships between municipalities, transport providers, and local communities to promote flexible, demand-responsive transport solutions, multimodal connectivity, and the integration of digital technologies for better accessibility, to reduce car dependency, and achieve a more inclusive and efficient mobility system.

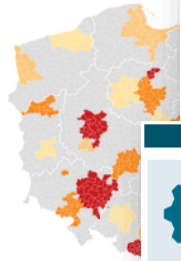
Image: Guidance on Rural Shared Mobility Solutions developed by the SMARTA-NET project. Copyright: Freepik

4. d) Pianificare oltre i confini della città

- **[Fase 2] Obiettivi diversi per aree di territorio diverse:** gli obiettivi e i target di mobilità dovrebbero riflettere le caratteristiche delle diverse aree del territorio, distinguendo tra quartieri, centro urbano, zone periurbane e, ove pertinente, aree rurali.
- **[Fase 2] Accordi volontari:** modalità pratica per formalizzare e consolidare impegni condivisi tra più soggetti coinvolti nel processo di pianificazione e attuazione.
- **[Fase 3] Esempi di misure pratiche:** introduzione di un nuovo strumento operativo dedicato alle misure applicabili alla città funzionale che fornisce esempi di interventi volti a migliorare la connettività tra aree urbane, periurbane e rurali (es: **Mobility Meeting Points di Aarhus**).
- **[Fase 3] Cooperazione oltre i confini amministrativi comunali:** integrazione di un nuovo riquadro dedicato alla definizione di un modello di cooperazione che vada oltre i confini amministrativi comunali - focus su: definizione di ruoli e responsabilità, condivisione dei dati, costi e benefici, processi decisionali.

Practice Example
Poland: Cooperation models in functional cities/ urban areas

In Poland, the management of Sustainable Urban Mobility Plans (SUMP) at the level of the functional city, defined following



Toolbox: Building commitment through voluntary agreements

When many partners are involved, it can be helpful to formalise shared objectives through a voluntary agreement. This can be a simple public commitment signed by the city and a wide range of stakeholders, that sets out a common goal and concrete actions each partner will take. Cities can apply a similar approach to any sector, such as logistics,

Key measures applicable at the functional city level

To effectively integrate urban, peri-urban, and rural areas within a functional city, SUMP should prioritise measures that enhance connectivity, accessibility, and sustainability across the entire region.

- Aligning or developing common land-use policies beyond city borders to have a coordinated approach and prevent urban sprawl.
- Implementing **on-demand** transport services can address mobility gaps in low-density areas by offering flexible, demand-responsive options that complement existing public transport networks.
- Establishing **mobility hubs** at strategic locations, such as public transport and train stations, urban centres, and key intersections, facilitates seamless intermodal transfers, enabling users to switch easily to more sustainable modes of transport, including buses, taxis, bicycles, and shared mobility services. These hubs serve efficiency and
- Measures to consider with in Ile-de-France terminals, shift “MiNT” platform
- Incorporating travel behavior institutions, and By coordinating these is the SUMP regional economic

Practice Example
Aarhus, Denmark: Implementation of “Mobility Meeting Points”

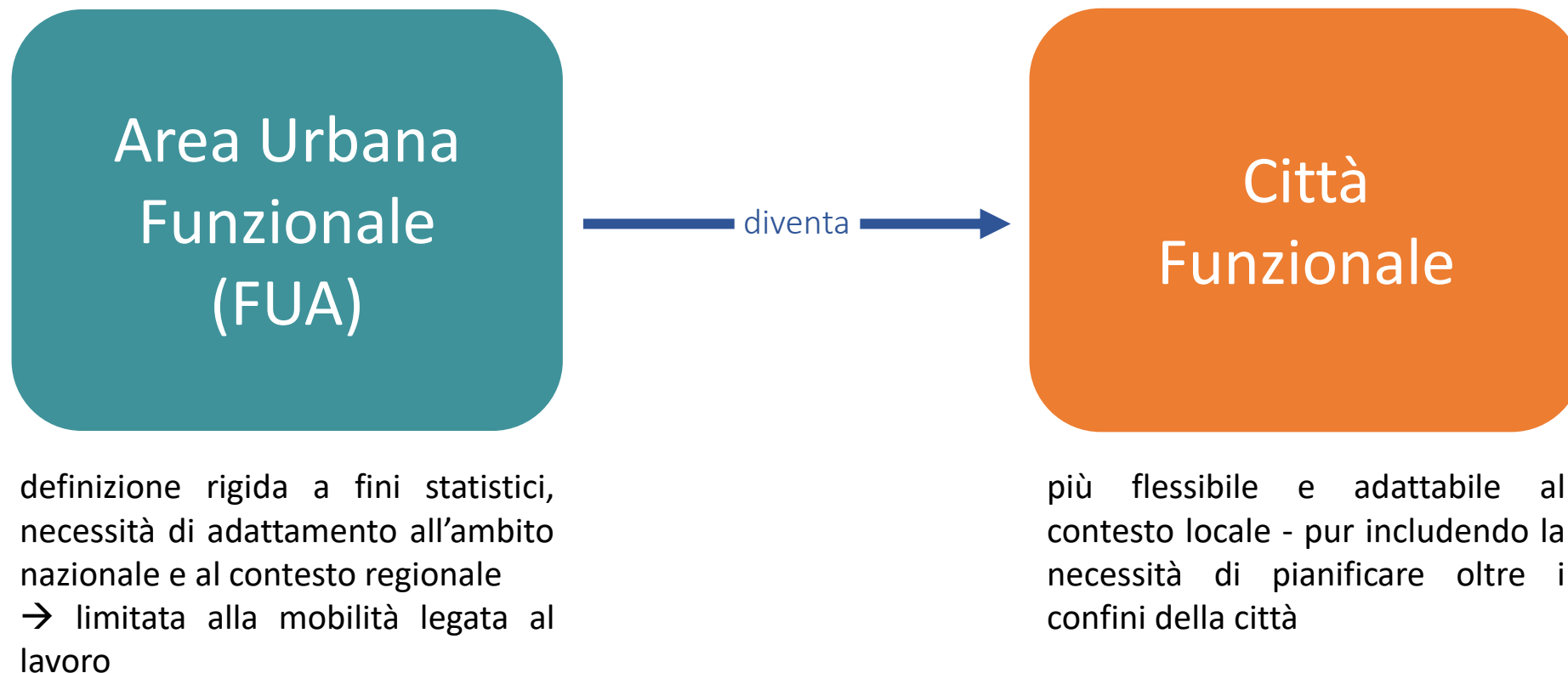
Aarhus has implemented the “Mobility Meeting Points” in areas like Eskelunden, Tangkrogen, and Harlev. These hubs aim to promote active mobility and reduce car-oriented commuting by integrating various transport modes and encouraging a shift from cars to active travel. The project involves collaboration with local community groups and businesses to create safe and attractive urban environments.



Source: <https://www.interregionnordsea.eu/active-cities/pilots/aarhus-active-mobility-hubs>

approach ensures that mobility solutions are not only effective within urban centres but also extend their benefits to surrounding peri-urban and rural communities.

4. d) Pianificare oltre i confini della città



4. e) Dati, indicatori e monitoraggio

L'aggiornamento esorta le città a ottenere **dati di mobilità urbana di qualità** → considerare **un insieme più ampio di indicatori** per includere le dimensioni rilevanti del contesto locale - accessibilità, economicità, sicurezza, uso efficiente dello spazio pubblico, resilienza climatica, logistica urbana ecc.

Novità principali

- **[Fase 1] Pianificazione basata sull'evidenza**, valorizzazione di:
 - **modellazione dei trasporti** come strumento di supporto per analisi oggettive, costruzione di scenari e valutazione delle misure;
 - database europei (es: **Common European Mobility Data Space**) atti a favorire l'interoperabilità tra sistemi che collezionano dati di qualità.
- **[Fase 3] Pianificazione del monitoraggio e della valutazione**: importanza di pianificare le attività di monitoraggio e valutazione già nella fase di definizione e selezione delle misure.

Transport modelling: a strategic tool for SUMP

Transport modelling is a powerful tool that can significantly support the SUMP process by providing a clear, evidence-based picture of mobility demand and future mobility needs. Transport models are used to simulate various scenarios with a transport model, urban planners and decision-makers may influence congestion, accessibility, and overall travel time. Any modelling approach needs to be chosen carefully.

Toolbox: Common European Mobility Data Spaces - Lessons from the deployEMDS Project

The Common European Mobility Data Space (EMDS) offers a shared framework for cities and regions to organise mobility data in a secure and interoperable way. It provides guidance on how to set up, govern, fund and maintain mobility data spaces that support sustainable urban mobility planning. The deployEMDS project strengthens evidence-based decision-making.

Details on the task: Categories and examples of SUMP performance indicators¹⁰³

Figure 30: System view of an initiative (applicable to a SUMP measure implementation process). Source: Better Regulation Toolbox of the European Commission, 2023, page 363

Output indicators

Track what has been directly delivered by SUMP measure implementation.

Measure	Indicator (Output)	Definition
Pedestrianise city-centre shopping street	% of the total city-centre surface area converted to pedestrian-only use	Share of the designated area converted to pedestrian-only use

Result/ impact indicators

Capture changes in mobility behaviour or mobility system performance (result indicators), measure long-term societal, environmental, and economic impacts.

Objective
Increase use of motorised modes
Reduce local air pollution from transport

Reinforcing Monitoring Capacities and the Role of Indicators in SUMP

Effective monitoring is crucial for tracking progress toward urban mobility goals, aligning actions with strategic SUMP objectives, and contributing to sectoral policy objectives at national and EU levels. Recent regulations, such as those under the TEN-T corridor planning, have reinforced the role of cities and mandated the collection and submission of urban mobility data regularly, with the first set of data to be submitted by the end of 2027. To meet those requirements, cities need to develop technical and statistical skills to systematically collect, manage, interpret and communicate data, ensuring robust frameworks and sufficient capacity. Clear planning, defined responsibilities, financial and human resources, and regular updates are necessary, including related IT systems such as GIS-based models, automated data collection, and dashboards, could be used to follow the progress.

The role of monitoring and evaluation in the SUMP context

In a functional city, where several municipalities and transport actors share responsibilities for planning and implementation, it is essential to distinguish clearly between monitoring and evaluation to ensure coherent steering and coordinated decision-making across the territory. Monitoring provides the evidence base, while evaluation provides the interpretation and strategic judgement needed for collective decisions. Integrating both through harmonised indicators, clear allocation of responsibilities, shared

4. e) Dati, indicatori e monitoraggio

- **[Fase 4] Visualizzazione e comunicazione:** integrazione dei **Mobility Dashboard** atti a proporre l'utilizzo di cruscotti digitali per visualizzare gli indicatori e comunicare in modo chiaro i progressi compiuti, da cui ne deriva che:
 - strumento utile per amministrazioni comunali, decisori politici, cittadini e altri stakeholder
 - i risultati delle valutazioni devono essere comunicati in un **linguaggio accessibile anche ai non esperti**
 - quando le misure previste incidono direttamente sui cittadini o su specifiche categorie di **stakeholder**, questi dovrebbero essere **consultati prima dell'attuazione degli interventi**.

Distinzione tra :

1. **Monitoraggio:** attività regolare e continuativa di raccolta e analisi dei dati durante l'implementazione delle misure, finalizzata a verificare l'avanzamento delle azioni;
2. **Valutazione:** analisi più approfondita degli effetti, dei risultati e degli impatti prodotti dalle misure, effettuata per comprendere l'efficacia degli interventi e orientare le future decisioni.



Mobility Dashboards

Mobility Dashboards are increasingly being used by cities to monitor and communicate the progress of their SUMPs. These tools visualise and track all SUMP indicators and mobility goals' related indicators, enabling better monitoring of project progress, trend analysis, and data-driven decision-making. Dashboards:

- Help municipal departments to make data centrally accessible, which is often spread across different offices. This can take the form of an internal interface of the dashboard to display more complex indicators and sub-indicators.
- Allow citizens, stakeholders, and other actors to see the city's progress, creating transparency and fostering trust. This can take the form of a public interface of the dashboard, conveying less technical information but rather highlighting the benefits for the people.
- Allow policy-makers to observe the progress of the SUMP and the projects they have approved and support their future decisions. This can take the form of an internal interface of the dashboard to display

How does monitoring and evaluation (M&E) work?

Monitoring and evaluation are complementary, but quite distinct components of the SUMP process. Although both rely on data collection and analysis, they differ in their purpose, timing, and methods. To avoid confusion, this section clarifies these differences before describing the tools and approaches used.

Practice Example

Madrid, Spain: Evaluation of the Madrid 360 Sustainable Urban Mobility Plan

With the Madrid 360 Sustainable Urban Mobility Plan¹²², approved in 2022, the city undertook a thorough analysis of the previous SUMP outcomes, identifying both successes and areas where further progress was required to achieve sustainable, safe, healthy, and smart mobility in Madrid. It started with the compilation of data, studies, standards, guidelines, ordinances, etc., that are relevant to mobility in the city.

In addition to such a self-critical reflection, Madrid also established a comprehensive dashboard to monitor key indicators, assess progress, and identify areas requiring adjustments in the new SUMP.

The results of the evaluation are:

- Pollution levels had decreased; however in 2021 NO2 levels were still above the EU limit value. Compliance has been reached since then.
- Road safety targets were not fully met.
- The modal split needed to be further balanced.
- More commitment to the integration of technologies and embracing Mobility as a Service (MaaS) solutions is needed.

Therefore, Madrid's new SUMP is an informed response that builds directly on the lessons learned to drive more effective and resilient urban mobility policies. Image: Madrid 360, <https://www.madrid360.es/>



Image: Madrid 360, <https://www.madrid360.es/>

4. f) Logistica e merci

Novità principali

- **[Fase 1 e 2] Integrazione della logistica urbana:** richiesta esplicita alle città di integrare la logistica urbana nel processo di elaborazione dei PUMS. In particolare:
 - sviluppo degli scenari tenendo conto dei **cambiamenti esterni** sul sistema della mobilità, quali: nuove tecnologie, *Mobility as a Service (MaaS)*, guida automatizzata, mobilità condivisa, crescita delle consegne legate all'e-commerce;
 - coinvolgimento di **imprese private, operatori della logistica e del trasporto merci**;
 - suggerimento di **nuovi indicatori specifici**, ad esempio: numero di veicoli merci che percorrono i principali corridoi di trasporto, tasso di occupazione delle aree di carico e scarico (*loading bays*), altri indicatori specifici relativi alle prestazioni e agli impatti della logistica urbana.
- **[Fase 3 e 4] Misure** dedicate alla logistica urbana:
 - **hub logistici urbani**;
 - **infrastrutture e terminali merci multimodali**;
 - **flotte per l'ultimo miglio a zero emissioni**;
 - **piattaforme digitali per la gestione del trasporto merci**;
 - **strumenti di governance** e regolamentazione a supporto della logistica sostenibile.

Strengthening Sustainable Mobility Through Better Urban Logistics Integration

Urban logistics, the movement and delivery of goods, materials, waste, and services within and between urban areas, plays a crucial role in the functioning of cities. It supports retail supply, construction, waste collection, and last-mile deliveries for households and businesses. Without efficient urban logistics:

- shops and businesses risk stock shortages,
- construction and maintenance works may be delayed,
- waste collection and other essential services may become unreliable,
- citizens' access to goods and services may worsen, especially in dense urban areas⁷³.

Moreover, urban logistics has strong and growing impacts on urban mobility, the environment, and the quality of life. The increasing volume of freight (spurred, e.g. by growth in e-commerce) leads to more delivery vehicles, contributing to traffic congestion, higher emissions, noise and air pollution, and increased pressure on road and public space infrastructure. This threatens public health, environmental sustainability, and the liveability of cities⁷⁴.



Reinforcing Monitoring Capacities and the Role of Indicators in SUMP

Effective monitoring is crucial for tracking progress toward urban mobility goals, aligning actions with strategic SUMP objectives, and contributing to sectoral policy objectives at national and EU levels. Recent regulations, such as those under the TEN-T corridor planning, have reinforced the role of cities and mandated the collection and submission of urban mobility data regularly, with the first set of data to be submitted by the end of 2027. To meet those requirements, cities need to develop technical and statistical skills to systematically collect, manage, interpret and communicate data, ensuring robust frameworks and sufficient capacity. Clear planning, defined responsibilities, financial and human resources, and regular updates are necessary, including related IT investments. Standardised methodologies and digital tools, such as GIS-based models, automated data processing systems, big data analytics platforms, and mobility dashboards, could be used to follow the evolution of mobility demand.

Key challenges and trends in urban logistics

i Urban logistics is undergoing fast and profound change, driven by the rise of e-commerce, higher delivery expectations, increasing pressure on urban space and the requirements of circular economies. These developments create growing impacts on congestion, emissions, safety and street liveability, making logistics a strategic challenge for future SUMP.

Recent insights from the ITF-OECD¹³ (2024) and World Economic Forum - WEF¹⁴ (2024) highlights persistent inefficiencies in last-mile deliveries, competition for kerb space, fragmented operations and the rapid growth of light commercial vehicles in cities. At the same time, new opportunities arise through micro hubs, cargo bikes, digital tools, electrification and coordinated use of logistics infrastructure.

To remain effective, future SUMP should better integrate urban logistics by improving data availability, involving logistics stakeholders early, and reserving space for efficient and low-impact delivery solutions.

4. g) Inclusione, accessibilità e *transport poverty*

Si evidenzia l'introduzione dell'approccio "**Promoting Inclusion Through Sustainable Mobility Solutions for All**" per garantire che il sistema dei trasporti risponda ai **bisogni di tutti i cittadini** (persone a basso reddito, anziani, giovani, persone con disabilità e residenti in aree meno servite) e basato sui seguenti aspetti per l'inclusione:

- accessibilità economica dei servizi di mobilità (*affordability*);
- accessibilità fisica e universale ai servizi e alle infrastrutture;
- pianificazione della prossimità (*proximity planning*);
- trasporto pubblico;
- mobilità pedonale, ciclistica e condivisa;
- hub di mobilità.

Novità principali

- **[Fase 1] Individuazione del Transport Poverty:** invito alle città di individuare le situazioni in cui persone o gruppi di popolazione non dispongono di opzioni di mobilità adeguate, accessibili o economicamente sostenibili, attraverso una raccolta dati di qualità a livello locale.

Promoting Inclusion Through Sustainable Mobility Solutions for all

Inclusion refers to the ability of all individuals and communities, regardless of social group, gender, age, socio-economic background, language skills or bodily/mental abilities, to participate fully in social, economic, and political life. Transport poverty "refers to 'individuals' and households' inability or difficulty to meet the costs of private or public transport, or their lack of or limited access to transport needed for their access to essential socioeconomic context"⁶⁸, a key barrier to inclusion. Sustainable mobility solutions should be inclusive, affordable, and accessible, ensuring equitable access to transport infrastructure for walking and cycling, reducing reliance on car ownership while ensuring positive multipliers in identifying problems and addressing inequalities, fostering inclusion.

Innovative initiatives are addressing inequalities by creating age-friendly environments, and affordable pedestrian infrastructure, expanded cycling options to serve women, children, and older residents. Examples like Graz, where the Metamorphosis Project

What is transport poverty and why does it matter in SUMP?

Transport poverty encompasses many different aspects. Central elements leading to transport poverty include:

1. No transport **availability** (the lack of both public and private transport options or low frequency);
2. No **accessibility** to transport and other essential goods and services (inability/extreme difficulty to reach key destinations and excessive time needed to reach these destinations);
3. Low transport **affordability** (inability to cover the costs of transport in relation to income);
4. **Inadequate** transport conditions (a lack of barrier-free travel opportunities, low levels of safety and/or security, unavailability of information about travel possibilities).⁸²

4. g) Inclusione, accessibilità e *transport poverty*

- **[Fase 2] Integrazione del *Transport Poverty*:** considerazione della povertà dei trasporti nel processo PUMS lungo tutte le fasi della pianificazione (cioè le fasi di coinvolgimento degli stakeholder e dei gruppi vulnerabili, di raccolta e analisi dei dati, di costruzione degli scenari, di selezione delle misure e di monitoraggio e valutazione).
- **[Fase 3] Misure pratiche** per affrontare la povertà dei trasporti, tra cui:
 - **trasporto pubblico economicamente accessibile;**
 - **tariffe sociali e agevolazioni** per categorie vulnerabili;
 - **pianificazione della prossimità;**
 - **percorsi pedonali sicuri e accessibili;**
 - **migliore accesso alla mobilità ciclabile;**
 - **collegamenti efficaci tra aree urbane, suburbane e periurbane;**
 - soluzioni di mobilità accessibili anche a chi non dispone di strumenti digitali.



Key measures to address transport poverty

Given the range of manifestations of transport poverty, it requires a portfolio of complementary measures to help alleviate it.¹⁰⁰ A core objective should be to reduce the need to travel long distances by ensuring proximity to important daily, making walking and cycling essential modes. When affordable intermodal options:

- Focusing on **public transport** supplement. This can include areas, supported through
- **Improving affordability** of social or reduced tariffs for multiple tickets by enabling tram, bus and possibly also their destinations.
- **Improving cycling access** to public transport stops or routes to them as well as
- **Making walking environment** transport stops and key particularly important, as education or social activities
- Ensuring that public transport and neighbourhoods, and not only peak
- **Contracting with shared mobility** when and where these are more communicated and easy to understand digital access or skills.
- **Addressing the adequacy of transport** frequency, operating hours (including disabilities or reduced mobility, and or multiple stops.
- **Embedding gender equality and** experience transport poverty different incomes, care responsibilities, disabilities
- **Raising awareness of available mobility** civil society organisations and local informed and able to benefit from These measures should be planned and aligned with broader social, housing and land-use policies to ensure that mobility solutions effectively support access to essential services and opportunities.

Integrated Urban Planning for Inclusive and Sustainable Mobility

Public space is a limited yet essential resource. Decisions about streets, public areas, and the location of key city functions depend on close cooperation between land-use and mobility planners. SUMP must work hand-in-hand with land-use, environmental, housing, logistics and economic development strategies to ensure that mobility needs and spatial development reinforce each other.

For decades, land-use decisions and transport planning often evolved separately. This has resulted in car-oriented urban forms, increasing travel distances, limited space for walking, cycling and public transport, and conflicts between freight activities and residential or commercial development. Better coordination between land-use and transport planning is needed to ensure that mobility solutions are efficient use of space.



Toolbox: Considering transport poverty in the SUMP process

Various aspects of transport poverty should be addressed throughout the SUMP process. The following examples illustrate how this can be done.

- In the **stakeholder identification and engagement** steps, it is important to keep in mind that those affected by transport poverty may not even be able to access the SUMP process, making it necessary to actively reach out to people in this situation and to work closely with them to understand their barriers to mobility options.
- For **data collection**, it is important to recognise that transport poverty is not necessarily an issue at the household level. It can also appear at the individual level, and women and young people are disproportionately susceptible to it.⁸⁹ For this reason, it is important to collect disaggregated data on transport needs and experiences, particularly by gender and income.⁹⁰
- In the **scenario-building** stage, it is helpful to keep in mind what different scenarios imply for transport poverty. Enabling non-car-based options (safe walking and cycling in combination with good public transport, car sharing to fill mobility gaps) and planning for communities of short distances leads to a more equitable mobility system.
- In the **measure selection** stage, it is important to acknowledge and address the different aspects of transport poverty (availability, accessibility, affordability, time requirements), each of which may affect different people and require different measures.
- In the **monitoring** stage, appropriate indicators should be identified that can be used to measure a reduction in transport poverty. These should be monitored on an ongoing basis using both quantitative and qualitative means.

4. h) Attuazione e finanziamenti

Novità principali

- **[Fase 3] Approcci di finanziamento:** prospettiva più strategica che considera diverse possibili fonti di finanziamento (bilanci pubblici; finanziamenti nazionali; finanziamenti europei; strumenti di finanza innovativa; *green bond*).
- **[Fase 3] Stima dei costi:** sviluppo delle stime utilizzando diverse fonti e metodologie (dati e consuntivi di progetti realizzati in passato; parametri e standard di riferimento; strumenti software dedicati alla stima dei costi; valutazioni e giudizi di esperti).
- **[Fase 4] «Living Labs»:** strumenti che consentono di sperimentare e adattare le misure in contesti reali e di coinvolgere pubbliche autorità, cittadini.
- **[Fase 4] Monitoraggio continuo:** obiettivo di rendere il processo più flessibile e resiliente, tenendo presente che:
 - i risultati delle attività di monitoraggio e valutazione devono essere comunicati in modo comprensibile anche ai non esperti;
 - è importante consultare cittadini e stakeholder quando le misure previste hanno effetti diretti sulle loro attività o condizioni di mobilità.



Funding approaches for Sustainable Urban Mobility: from traditional to innovative solutions

The most common approach for cities to implement mobility solutions is using own funding, typically through a biannual budget plan.

Project cost estimation and operational planning

Project costs can be estimated using past data, local and national standards, cost estimation software and expert assessments, serving as a basis for further studies (e.g. feasibility studies) to refine projections. An operational plan should also be developed to define the timeline and stages for each measure implementation. Large infrastructure projects span phases like design, construction, implementation and monitoring over several years, while simpler measures like public campaigns may conclude within shorter timelines. The SUMP, providing preliminary cost estimates refined over time, contributes to understanding



Living Labs as tools to facilitate SUMP implementation

Living Labs are increasingly used by cities as a practical tool for implementing and refining measures within SUMP. They function as real-life, open innovation environments in which cities co-design, test, and adapt solutions together with citizens, businesses, and public authorities under actual operating conditions. By combining experimentation with stakeholder engagement, governance arrangements, and continuous evaluation, Living Labs help cities address complex measures, such as street reallocation, safety interventions, or digital mobility services, while reducing implementation risks and strengthening public acceptance. The evidence generated through Living Labs can directly inform SUMP measure design, prioritisation, and upscaling.

Living Labs have been applied across a wide range of mobility topics. For example, within projects such as SOTERIA and metaCCAZE, cities have tested sensor-based hazard detection, VR-based safety training, and electric and connected mobility solutions with diverse user groups, enabling iterative refinement before wider rollout. In urban logistics, Thessaloniki applied a Living Lab approach through the URBANE project to deploy smart parcel lockers, Digital Twin supported planning, and collaborative last-mile solutions. This experimentation generated measurable reductions in emissions and costs, while demonstrating how Living Labs can align stakeholders over time and translate innovation into policy-ready SUMP measures.

Image: © Unsplash

Sources:

<https://civitas.eu/news/living-labs-co-creating-the-future-of-urban-mobility>

<https://civitas.eu/news/soteria-completes-first-round-of-demonstrations-to-advance-road-safety-for-vulnerable-road>

<https://civitas.eu/news/thessaloniki-urbane-pilot-multi-actor-collaboration-and-pi-inspired-last-mile-delivery>

For further information, visit the European Network of Living Labs <https://enoll.org/>



4. Nuove Linee Guida europee per i PUMS



5° Meeting della Rete Nazionale dei Nodi Urbani

Prossimi passi:

1. Invio dei Piani di Attuazione
2. 6° incontro della Rete Nazionale dei Nodi Urbani – **2 dicembre 2026** in presenza presso il MIT