

14th ECOMM, 5-7 May 2010



ATTENTION: ☐ EARLY BIRD fee ☐ available until Sunday 18th April only!!!

This year the ECOMM will be hosted by the City of Graz, Austria, from 5 to 7 May 2010. Registration is open, but the reduced fee for early registration is only available until Sunday 18th April! All details on programme and organisation is online at the [ECOMM website](#).

☐ moving people ☐ bridging spaces ☐

Subtopics are:

- MM in historical city centres
- MM for new districts
- Local, regional and supra-regional Networking
- MM for all generations
- New forms of mobility



Dear reader,

EPOMM has introduced a [Country Page](#) section on its website, covering both the EPOMM members states as well as most of the other countries in Europe. These pages are in continuous development, as in the framework of [EPOMM-PLUS](#), many countries are now developing or improving their national networks on Mobility Management (MM).

The [Country Pages](#) feature a Mobility Management Monitor (MMM) that gives a state of the art of MM in the country in question, and link to a set of inspiring case studies. In this e-update, we will have a closer look at the content of the MMMs and illustrate this with some examples.

Governance of Mobility Management



In their MMM, partners were asked to focus on policy-making, policy delivery and financing competences in the field of transport and mobility.

A common characteristic of most European countries is the split of MM responsibilities among different Ministries - Transport, Development, Economy, Industry ☐ often lacking a clear place for MM. An exception to this tendency can be found in the [UK](#), where the ☐ Sustainable Travel Unit ☐ of the Department for Transport deals exclusively with sustainable transport. Or recently, in [Bulgaria](#), where a designated person in the Ministry of Transport and Municipalities is in charge of MM.

Competences for MM are not only shared horizontally, between Ministries, but also vertically, between the national, regional and local levels. The local level is often deemed to be the most fit to take action on mobility management, and national governments tend to support this. In [France](#) for instance, municipalities benefit from a special funding, the ☐ Transport contribution ☐ , to finance public transport infrastructure, services and maintenance. This contribution is a tax paid by companies with more than 9 employees located in the urban transport boundary.

Implementation of Mobility Management

The MMMs describe how advanced each country is in different fields of MM and give examples



of initiatives in which the public authorities have a specific role. Implementation measures cover a number of key aspects of sustainable mobility: mobility plans, mobility centres, MM for events, awareness campaigns, car-sharing and -pooling, MM for schools, ...

Concerning mobility plans, especially **France** and the **UK** display good examples. For instance, since 2004, the Chamber of Commerce in Grenoble (France) and associated partners offer companies advice on sustainable home-work trips. Four years later, their continuous effort has resulted in a decrease of 4000 cars per day used for home-work trips. For this, Grenoble has been awarded the **Pan-European Workplace Travel Plan Award (PEWTA)** in 2008. Read more about it [here](#) (in French only).



Source: <http://www.highways.gov.uk>

Concerning carsharing, Austria, Belgium, Switzerland and the **Netherlands** seem to be the most advanced. Today, these countries have a high number of carsharers and this number is continuously expanding. In Belgium for instance, since its launch in 2002, the car-sharing system **Cambio** covers 18 cities and around 10 000 users. More and more companies integrate carpooling in their travel plans to reduce the number of company cars.

Knowledge infrastructure of Mobility Management



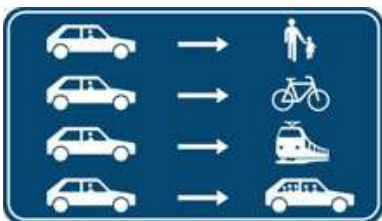
Knowledge infrastructure refers to existing networks, organisations and associations active in MM, as well as MM experts, policy makers, relevant websites and documents.

Building a national network is a core factor of MM implementation in each country. Through a step-by-step plan and the exchange of experience, EPOMM-PLUS supports countries in their effort to develop their own national network.

One of the networks developing during EPOMM-PLUS is SWEPOMM in Sweden. Through various tools, such as the **SWEPOMM website**, workshops and an annual national conference, SWEPOMM aims to be the main forum for knowledge exchange and networking within Mobility Management in Sweden. The SWEPOMM conference organised in March 2010 jointly with the **FLEAT project** is an example of the potential of building synergies between networks and projects.

A first step towards the construction of a national network is the organisation of national workshops. Finland held a first workshop in March 2010 with promising results and an increased interest from public authorities to engage more in favour of sustainable mobility. Read more about this and other national networking events on [Allinx](#).

Mobility Management Monitors will help to develop MM in Europe



Source: <http://www.modalshift.be>

The MMMs will be updated every year, so that the European countries, EPOMM and anyone interested will be able to monitor developments. We hope that each country will profit from the opportunity to see what is happening in their own country and also to look across their borders and to learn from each others' successes and failures. The comparative analysis across countries and across time might serve as a basis for improvement and for the direct transfer of successful legislation, policies and best practises in the same way as for example much of the Austrian klima:aktiv programme has been incorporated in the German **effizient mobil** programme.

We hope you will spread these MMMs in your country. **Feedback** is of course very welcome, as we always like to improve.

The MMMs and an in depth comparative analysis will be presented on 6 May at **workshop Nr. 12** at the **ECOMM** in Graz.

Other EU-projects in Mobility Management



There is now MM for babies, toddlers and very young kids! See the Bambini project on mobility socialisation from the very start - it has opened a nice [website](#).

The BICY project unites cities and regions in central Europe and aims to develop strategies to increase cycling in cities with a low modal share of cycling - see their new [website](#).

We hope some might visit the **BYPAD-Starter's-Training 2010**, 3rd-5th of May 2010, Graz, Austria - there are still a few open places.



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