



Final Project Conclusions

SUMBA

Project title		Project duration	
Sustainable urban mobility and commuting in Baltic cities		October 2017 - March 2021	
Priority	Specific objective		
Sustainable Transport	Environmentally friendly urban mobility		
Budget	Spent budget	Flagship project	EUSBSR Policy Area/Horizontal Action
3.13 million	2.94 million	x	HA Climate
Link to the project library		Link to the project's website	
https://projects.interreg-baltic.eu/projects/sumba-128.html		http://www.sumba.eu/	
Lead partner (country)		Countries involved	
City of Hamburg, Borough of Altona (Germany)		DE, EE, LV, SE, LT, PL	
Project summary			
Teaser			
By developing master plans on commuting for nine municipalities in five Baltic Sea region countries, the Interreg project SUMBA paved a way for sustainable and greener transport transformation in the region.			
The challenge			
Tackling emissions in transport			
Commuting by car from suburbs to metropolitan areas is the most common way observed in the identified areas in the Baltic Sea region. While the citizens are trying to find the most optimal and convenient way of commuting, the cities are struggling with increasing emissions and climate change mitigation. Climate mitigation is impossible without including transport solutions and finding new ways of tackling emissions.			
On this background, an alternative combination of various transport modes, including bike and car sharing, would help the cities to reach the wishful targets and introduce an environmentally friendly commuting system.			
A clear policy framework needed			
In order to ensure the durability of sustainable solutions, the cities would need to integrate alternative mobility options in transport plans and policies. A better understanding of actions needed in policy implementation and who should be involved in the transformation process is needed.			
The project SUMBA provided a platform for piloting measures which would give clarity on the process and justification of the tested transport solutions.			



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DE	DK	EE	FI	LT	LV	NO	PL	RU	SE

Project's highlights

The highlights present the project's main achievements and results, e.g. change brought for the target groups, pilots or tests carried out, and exemplary transnational work.

Master plans developed

The SUMBA project successfully developed commuting master plans for 9 functional areas in the Baltic Sea region, specifically in Hamburg-Altona, Växjö, Tallinn/Harju, Tartu, Riga, Šiauliai, Olsztyn, Warsaw donut, Gdynia. These plans aim at improving commuting conditions between the central cities and their suburbs. By bringing transport planners and policymakers together, the project integrated the master plans into the partner cities' policies and transport planning. This allowed the cities to make local transport more environmentally friendly and tackle emissions in a coordinated way.

A toolbox for planning and analytics provided

The SUMBA project provided the tools aimed at supporting cities in developing better commuting conditions. In the toolbox, the users can find the guidance for transport modelling and data collection. The guidance for modelling complies the available transport models as well as planning support tools. Thanks to the guidance cities can choose the right web-based application for their needs.

Furthermore, the toolbox contains an Intermodalizer index measuring a level of inter-modality, or how well intermodal the transport system of a city is. The index is useful for municipal planners and transport non-governmental organisations to assess the transport situation.

The Interreg project SUMBA used EURO 2.94 million from European Union to support the cities in the Baltic Sea region in sustainable transport transformation and make the cities environmentally friendly.



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Main Outputs

The main outputs present the project's main deliveries which are tangible and can be used by others outside the project.

Intermodalizer - a Benchmarking Scheme to assess the City's Transport System with regard to Intermodality

The “Intermodalizer index” measures how intermodal a city or functional urban area is. The index is described in a methodological report that enables municipal planners as well as transport non-governmental organisations (NGOs) to evaluate the transport situation.

<https://sumba.eu/en/article/benchmarking-scheme-intermodal-commuting>.

Guidance for transport modelling and data collection

The guidance for modelling describes how transport modelling tools work. In addition, it describes the available commercial and free transport models as well as planning support tools. The guidance explains the features of the respective programmes and possible uses of the software. In this way the guidance helps cities to choose the right application for their needs.

<https://sumba.eu/en/article/guidance-modelling-and-data-collection>.

Template for commuting masterplans

The “template for commuting masterplans” explains the steps to be taken to develop a commuting masterplan for a functional urban area, i.e. the core city and its surrounding area. It is a supportive document for regional and urban planners in municipal administrations.

<https://sumba.eu/en/article/commuting-master-plan-template>

Follow-up/spin-off activities

These include specific new activities that have been inspired by or initiated during the project work and will be continued after its implementation.

The project SUMBA continued some of its activities in the project SUMBA+. This extension project focuses on transport hubs, estimating greenhouse gas emissions in transport models, and further supporting bicycle library systems in the partner cities. Apart from that, almost all partner cities have concrete plans to realise the first measures laid down in their commuting master plans.

Administrative matters

These include specific good practices, financial implications, challenges as well as synergies and cooperation with other projects and the main drivers of the project (core partners).

The project benefitted from the cooperation with other sustainable transport projects, funded by the Interreg Baltic Sea Region Programme. The joint final conference was a big success and attracted many interested participants.



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All partners benefitted from the partner meetings in the different partner cities (pre-Covid) where we included a guided tour to look at specific challenges or good examples in the city's transport system.

It was easier to implement the project when the pilot cities were direct partners. In the case of associated partners, it was more difficult to motivate them to apply the project tools compared to the regular project partners.