



EU financial support to sustainable urban mobility and to the use of alternative fuels in EU urban areas

Annexes

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Annexes

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Annex I: Inventory of beneficiaries

FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
COHESION FUNDS	Urban transport	Grant	Hungary	Debrecen	Debrecen Municipal Transport Project - Construction of Tram Line 2 in Debrecen	71,351,574	54,643,713	2007	2013
COHESION FUNDS	Urban transport	Grant	Hungary	Vác	Development of connecting line sections of Nyugati Railway Station to enhance suburban commuter transport – Stage I/a: Railway Station Reconstruction in Vác	97,840,487	65,939,131	2007	2013
COHESION FUNDS	Urban transport	Grant	Hungary	Miskolc	Development of the tramline of the city of Miskolc	152,263,577	115,527,309	2007	2013
COHESION FUNDS	Urban transport	Grant	Poland	Krakow	Extending Kraków's Fast Tram line	86,455,330	55,020,170	2007	2013
COHESION FUNDS	Urban transport	Grant	Czech Republic	Prague	Extension of Metro Line A in Prague	954,046,417	330,076,926	2007	2013
COHESION FUNDS	Urban transport	Grant	Czech Republic	Prague	Modernisation/rebuilding of 4 km and purchase of 24 trams	51,900,000	25,700,000	2007	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
COHESION FUNDS	Urban transport	Grant	Poland	Gdansk	Gdańsk Urban Transport Project – Stage III A	167,132,806	85,406,711	2007	2013
COHESION FUNDS	Urban transport	Grant	Poland	Warsaw	Integrated rail transport system in Wrocław city and its agglomeration, Phase 1	187,050,131	100,992,337	2007	2013
COHESION FUNDS	Urban transport	Grant	Poland	Warsaw	Modernising a section of the Wileńska station-National Stadium tram line improves clean urban transport in Warsaw	69,410,414	45,884,695	2007	2013
COHESION FUNDS	Urban transport	Grant	United Kingdom	Nottingham	Private partnership for public success: the Nottingham tramway	300,000,000	4,200,000	2007	2013
COHESION FUNDS	Urban transport	Grant	Poland	Warsaw	Provision of tram services for the northern areas of Warsaw in connection with development of the metro network and purchase of rolling stock	192,198,221	102,637,161	2007	2013
COHESION FUNDS	Urban transport	Grant	Poland	Warsaw	Extension of 4 km and four metro stations, Line 1	189,800,000	80,100,000	2007	2013
COHESION FUNDS	Urban transport	Grant	Poland	Warsaw	Modernisation of 14 km rail connection to airport	52,500,000	13,700,000	2007	2013

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COHESION FUNDS	Urban transport	Grant	Poland	Warsaw	Extension of 2 km rail connection to airport with tunnel	72,100,000	50,500,000	2007	2013
COHESION FUNDS	Urban transport	Grant	Poland	Warsaw	Purchase of 13 trains for the rail connection to airport	69,700,000	41,100,000	2007	2013
COHESION FUNDS	Urban transport	Grant	Poland	Szczecin	Purchase of low-floor rolling stock in Szczecin	55,427,782	29,858,955	2007	2013
COHESION FUNDS	Urban transport	Grant	Poland	Poznan	Refreshed tram fleet to revitalise city's public transport	78,579,700	50,008,100	2007	2013
COHESION FUNDS	Urban transport	Grant	Slovakia	Bratislava	Renewal of trams in Bratislava	91,260,000	61,410,375	2007	2013
COHESION FUNDS	Urban transport	Grant	Greece	Athens	Sectoral operational programme 'Reinforcing Accessibility' 2007GR161PO004 and Regional operational programme 'Attiki' 2007GR161PO006	79,255,770	50,862,390	2007	2013
COHESION FUNDS	Urban transport	Grant	Bulgaria	Sofia	Sofia Metro Extension Stage II 'Obelya – Nadezhda' and 'Mladost I – Tsarigradsko Shose	281,161,250	200,000,000	2007	2013

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COHESION FUNDS	Urban transport	Grant	Hungary	Szeged	Szeged Electric Public Transport Development	118,991,753	86,596,063	2007	2013
COHESION FUNDS	Urban transport	Grant	Poland	Wrocław	The regeneration of Wrocław railway station	66,725,776	37,347,338	2007	2013
COHESION FUNDS	Urban Transport	Grant	Poland	Poznan	Construction of Franowo tram depot in Poznań	75,358,089	48,557,102	2007	2013
COHESION FUNDS	Urban Transport	Grant	Romania	Bucharest	Extension of Bucharest Metro Line 4, section Parc Bazilescu - Straulesti	97,761,634	83,097,384	2007	2013
EIB	Urban transport	Loan	France	Paris	reseau tramways paris - ile de france	375,757,576	124,000,000	18/12/2013	
EIB	Urban transport	Loan	Czech Republic	Prague	prague metro iii	276,578,350	91,270,855	13/12/2013	
EIB	Urban transport	Loan	Spain	Granada	metro de granada	393,939,394	130,000,000	10/12/2013	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Poland	Czestochova	czestochowa urban infrastructure ii	6,484,243	2,139,800	09/12/2013	
EIB	Urban transport	Loan	Austria	Graz	nahverkehr graz	287,878,788	95,000,000	02/12/2013	
EIB	Urban transport	Loan	Poland	Radom	radom municipal infrastructure	20,306,939	6,701,290	28/11/2013	
EIB	Urban transport	Loan	Germany	Mainz	urban transport mainzelbahn	151,515,152	50,000,000	26/11/2013	
EIB	Urban transport	Loan	France	Lyon	programme lyon aménagement urbain	133,333,333	44,000,000	13/11/2013	
EIB	Urban transport	Loan	Poland	Torun	torun municipal infrastructure	16,989,656	5,606,586	04/11/2013	
EIB	Urban transport	Loan	Spain	Santander	santander infrastructure and ppp fl	181,818,182	60,000,000	04/11/2013	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Germany	Karlsruhe	kombiloesung karlsruhe	237,878,788	78,500,000	10/10/2013	
EIB	Urban transport	Loan	Bulgaria	Sofia	sofia municipal roads rehabilitation	151,515,152	50,000,000	08/10/2013	
EIB	Urban transport	Loan	France	Nantes	transport ferroviaire pays de la loire	606,060,606	200,000,000	19/09/2013	
EIB	Urban transport	Loan	France	Montpellier	tramway de montpellier ligne 3	227,272,727	75,000,000	05/09/2013	
EIB	Urban transport	Loan	France	Lille	lille metropole modernisation du metro	303,030,303	100,000,000	29/08/2013	
EIB	Urban transport	Loan	Poland	Dabrowa	dabrowa gornicza municipal roads	71,520,015	23,601,605	13/08/2013	
EIB	Urban transport	Loan	Poland	Gdansk	gdansk road infrastructure	165,571,242	54,638,510	11/07/2013	

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EIB	Urban transport	Loan	United Kingdom	London	london overground capacity improvement	161,510,880	53,298,591	07/05/2013	
EIB	Urban transport	Loan	Poland	Warsaw	warsaw ii metro line infrastructure	724,883,511	239,211,559	12/04/2013	
EIB	Urban transport	Loan	France	Metz	transport urbain mettis metz	90,909,091	30,000,000	09/04/2013	
EIB	Urban transport	Loan	Sweden	Stockholm	stockholm red line metro	1,228,619,821	405,444,541	15/02/2013	
EIB	Urban transport	Loan	France	Nancy	grand nancy transports urbains	131,666,667	43,450,000	07/02/2013	
EIB	Urban transport	Loan	Greece	Athens	athens metro c	606,060,606	200,000,000	01/02/2013	
EIB	Urban transport	Loan	France	Bordeaux	bordeaux transport urbain ii	151,515,152	50,000,000	21/12/2012	

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EIB	Urban transport	Loan	Italy	Genova	atm renewal rolling stock	666,666,667	220,000,000	20/12/2012	
EIB	Urban transport	Loan	United Kingdom	Manchester	manchester multimodal transport	560,613,535	185,002,467	20/12/2012	
EIB	Urban transport	Loan	Poland	Warsaw	warsaw metro rolling stock	409,237,065	135,048,232	17/12/2012	
EIB	Urban transport	Loan	Sweden	Tvarbanan	tvarbanan solna	979,491,889	323,232,323	17/12/2012	
EIB	Urban transport	Loan	Poland	Szczecin	szczecin municipal infrastructure iv	115,153,287	38,000,585	04/12/2012	
EIB	Urban transport	Loan	France	Tours	tramway de tours	37,878,788	12,500,000	30/11/2012	
EIB	Urban transport	Loan	Czech Republic	Olomouc	olomouc urban infrastructure	7,223,931	2,383,897	23/11/2012	

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EIB	Urban transport	Loan	Estonia	Tallinn	tallinn urban infrastructure	60,727,273	20,040,000	23/11/2012	
EIB	Urban transport	Loan	Italy	Rome	sviluppo metropolitana di roma	227,272,727	75,000,000	22/11/2012	
EIB	Urban transport	Loan	France	Tours	tramway de tours	37,878,788	12,500,000	19/11/2012	
EIB	Urban transport	Loan	Germany	Berlin	rehabilitierung berliner u-bahn	454,545,455	150,000,000	16/11/2012	
EIB	Urban transport	Loan	Poland	Poznan	poznan tram depot	101,162,707	33,383,693	30/10/2012	
EIB	Alternative fuels	Loan	France	Paris	autolib electric car sharing bollre	227,272,727	75,000,000	12/10/2012	
EIB	Urban transport	Loan	Poland	Warsaw	warsaw ring road (ten) ii	909,090,909	300,000,000	09/10/2012	

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EIB	Urban transport	Loan	Poland	Bialystok	bialystok municipal infrastructure ii	172,175,484	56,817,910	28/09/2012	
EIB	Urban transport	Loan	France	Reims	reseau rte-t contournement de reims	303,030,303	100,000,000	25/09/2012	
EIB	Urban transport	Loan	United Kingdom	Aberdeen	aberdeen uk infrastructure partners	76,210,073	25,149,324	11/09/2012	
EIB	Urban transport	Loan	Poland	Torun	torun municipal infrastructure	31,299,598	10,328,867	31/08/2012	
EIB	Urban transport	Loan	France	Besancon	tramway du grand besancon	212,121,212	70,000,000	31/08/2012	
EIB	Urban transport	Loan	France	Tours	tramway de tours	151,515,152	50,000,000	23/07/2012	
EIB	Urban transport	Loan	France	Metz	transport urbain mettis metz	151,515,152	50,000,000	10/07/2012	

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EIB	Urban transport	Loan	Poland	Krakow	krakow urban infrastructure	77,593,892	25,605,984	25/05/2012	
EIB	Urban transport	Loan	Poland	Warsaw	warsaw regional rail	112,793,039	37,221,703	14/05/2012	
EIB	Urban transport	Loan	France	Lyon	programme lyon aménagement urbain	400,000,000	132,000,000	19/03/2012	
EIB	Urban transport	Loan	France	Paris	reseau tramways paris - ile de france	606,060,606	200,000,000	16/03/2012	
EIB	Urban transport	Loan	France	Rouen	tramway de rouen	181,818,182	60,000,000	05/03/2012	
EIB	Urban transport	Loan	Spain	Granada	metro de granada	393,939,394	130,000,000	08/02/2012	
EIB	Urban transport	Loan	Spain	Bilbao	bilbao urban infrastructure	333,333,333	110,000,000	03/02/2012	

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EIB	Urban transport	Loan	France	Paris	reseau tramways paris - ile de france	430,303,030	142,000,000	27/01/2012	
EIB	Urban transport	Loan	France	Paris	reseau tramways paris - ile de france	318,181,818	105,000,000	27/01/2012	
EIB	Urban transport	Loan	Greece	Athens	athens metro c	757,575,758	250,000,000	28/12/2011	
EIB	Urban transport	Loan	Spain	Zaragoza	tranvia de zaragoza ppp	103,030,303	34,000,000	19/12/2011	
EIB	Urban transport	Loan	Romania	Bucharest	bucharest metro line 5 section ii	1,409,090,909	465,000,000	16/12/2011	
EIB	Urban transport	Loan	Czech Republic	Prague	prague metro iii	1,017,241,648	335,689,744	16/12/2011	
EIB	Urban transport	Loan	Poland	Bydgoszcz	bydgoszcz municipal infrastructure iii	87,044,403	28,724,653	29/11/2011	

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EIB	Urban transport	Loan	Poland	Rzeszow	rzeszow municipal infrastructure	163,208,256	53,858,724	28/11/2011	
EIB	Urban transport	Loan	France	Tours	tramway de tours	75,757,576	25,000,000	28/11/2011	
EIB	Urban transport	Loan	France	Orleans	tramway d orleans ii	75,757,576	25,000,000	28/11/2011	
EIB	Urban transport	Loan	France	Tours	tramway de tours	75,757,576	25,000,000	16/11/2011	
EIB	Urban transport	Loan	France	Tours	tramway de tours	75,757,576	25,000,000	16/11/2011	
EIB	Urban transport	Loan	Spain	Zaragoza	tranvia de zaragoza ppp	97,672,727	32,232,000	27/10/2011	
EIB	Urban transport	Loan	Poland	Gdansk	gdansk municipal infrastructure ii	79,455,165	26,220,204	25/10/2011	

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EIB	Urban transport	Loan	Poland	Lodz	lodz municipal roads	154,782,788	51,078,320	25/10/2011	
EIB	Urban transport	Loan	Finland	Helsinki	helsinki urban transportation	757,575,758	250,000,000	21/10/2011	
EIB	Urban transport	Loan	France	Lyon	programme lyon aménagement urbain	266,666,667	88,000,000	19/10/2011	
EIB	Urban transport	Loan	United Kingdom	Manchester	greater manchester metrolink phase 3	776,238,704	256,158,772	17/10/2011	
EIB	Urban transport	Loan	Spain	Barcelona	tabasa infraestructura transporte	163,636,364	54,000,000	06/10/2011	
EIB	Urban transport	Loan	Spain	Zaragoza	tranvia de zaragoza ppp	103,030,303	34,000,000	06/10/2011	
EIB	Urban transport	Loan	France	Paris	reseau tramways paris - ile de france	87,878,788	29,000,000	04/10/2011	

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EIB	Urban transport	Loan	Spain	Aragon	aragon sustainable development b	22,727,273	7,500,000	15/09/2011	
EIB	Urban transport	Loan	Germany	Leipzig	leipziger verkehrsbetriebe	181,818,182	60,000,000	01/09/2011	
EIB	Urban transport	Loan	Poland	Gdansk	gdansk municipal infrastructure ii	116,416,371	38,417,403	12/08/2011	
EIB	Urban transport	Loan	Italy	Rome	sviluppo metropolitana di roma	454,545,455	150,000,000	10/08/2011	
EIB	Urban transport	Loan	France	Orleans	tramway d orleans ii	75,757,576	25,000,000	27/07/2011	
EIB	Urban transport	Loan	France	Orleans	tramway d orleans ii	75,757,576	25,000,000	27/07/2011	
EIB	Urban transport	Loan	United Kingdom	Manchester	greater manchester metrolink phase 3	933,382,353	308,016,176	20/07/2011	

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EIB	Urban transport	Loan	France	Orleans	tramway d orleans ii	75,757,576	25,000,000	14/07/2011	
EIB	Urban transport	Loan	France	Havre	tramway du havre	181,818,182	60,000,000	06/07/2011	
EIB	Urban transport	Loan	France	Montpellier	tramway de montpellier ligne 3	227,272,727	75,000,000	04/07/2011	
EIB	Urban transport	Loan	Poland	Poznan	poznan tramway	105,100,757	34,683,250	09/06/2011	
EIB	Urban transport	Loan	Italy	Mestre	passante autostradale di mestre	1,060,606,061	350,000,000	09/06/2011	
EIB	Urban transport	Loan	Spain	Valencia	soterramientos ferroviarios valencia	142,424,242	47,000,000	07/06/2011	
EIB	Urban transport	Loan	Spain	Barcelona	barcelona desarrollo integrado	23,333,333	7,700,000	14/04/2011	

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EIB	Urban transport	Loan	Germany	Karlsruhe	kombiloesung karlsruhe	101,212,121	33,400,000	13/04/2011	
EIB	Urban transport	Loan	Italy	Milan	sviluppo urbano milano	181,818,182	60,000,000	21/12/2010	
EIB	Urban transport	Loan	Italy	Milan	sviluppo urbano milano	181,818,182	60,000,000	21/12/2010	
EIB	Urban transport	Loan	Poland	Torun	torun city bridge	223,407,773	73,724,565	17/12/2010	
EIB	Urban transport	Loan	Sweden	Stockholm	stockholm city banan	396,485,158	130,840,102	17/12/2010	
EIB	Urban transport	Loan	Sweden	Stockholm	stockholm city banan	1,393,939,394	460,000,000	09/12/2010	
EIB	Urban transport	Loan	Finland	Vantaa	vantaa ring rail line	136,363,636	45,000,000	01/12/2010	

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EIB	Urban transport	Loan	Poland	Lublin	lublin municipal infrastructure	365,280,124	120,542,441	26/11/2010	
EIB	Urban transport	Loan	Spain	Zaragoza	tranvia de zaragoza ppp	226,060,606	74,600,000	26/11/2010	
EIB	Urban transport	Loan	Poland	Szczecin	szczecin municipal infrastructure iii	130,131,044	42,943,245	23/11/2010	
EIB	Urban transport	Loan	Germany	Karlsruhe	kombiloesung karlsruhe	592,727,273	195,600,000	22/11/2010	
EIB	Urban transport	Loan	Portugal	Madeira	reconstrucao madeira framework loan	66,287,879	21,875,000	19/11/2010	
EIB	Urban transport	Loan	Cyprus	Nicosia	nicosia urban infrastructure	90,909,091	30,000,000	30/09/2010	
EIB	Urban transport	Loan	Poland	Krakow	krakow tramway	113,254,131	37,373,863	17/09/2010	

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EIB	Urban transport	Loan	Poland	Warsaw	warsaw tramway project	700,665,557	231,219,634	15/09/2010	
EIB	Urban transport	Loan	Poland	Katowic	katowice municipal infrastructure iii	14,232,269	4,696,649	01/09/2010	
EIB	Urban transport	Loan	Poland	Poznan	poznan municipal infrastructure iii	377,052,415	124,427,297	30/07/2010	
EIB	Urban transport	Loan	Poland	Radom	radom municipal infrastructure	102,301,043	33,759,344	27/07/2010	
EIB	Urban transport	Loan	Spain	Barcelona	metro de barcelona estaciones ppp (a)	606,060,606	200,000,000	12/07/2010	
EIB	Urban transport	Loan	Spain	Barcelona	metro de barcelona estaciones ppp (a)	606,060,606	200,000,000	09/07/2010	
EIB	Urban transport	Loan	France	Dijon	tramway de dijon	152,121,212	50,200,000	02/07/2010	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Poland	Lodz	lodz regional infrastructure	297,525,524	98,183,423	30/06/2010	
EIB	Urban transport	Loan	Poland	Lodz	lodz municipal roads	55,716,390	18,386,409	30/06/2010	
EIB	Urban transport	Loan	Italy	Rome	metropolitana di roma - linea c	1,482,293,939	489,157,000	25/06/2010	
EIB	Urban transport	Loan	Italy	Rome	metropolitana di roma - linea c	699,524,242	230,843,000	25/06/2010	
EIB	Urban transport	Loan	Greece	Athens	athens metro b	454,545,455	150,000,000	17/06/2010	
EIB	Urban transport	Loan	France	Brest	tramway de brest	272,727,273	90,000,000	07/06/2010	
EIB	Urban transport	Loan	Spain	Madrid	metro de madrid v- rolling stock	265,151,515	87,500,000	31/05/2010	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Spain	Valencia	tranvia de valencia - linea t2	336,363,636	111,000,000	26/05/2010	
EIB	Urban transport	Loan	Poland	Gdansk	gdansk municipal infrastructure ii	148,950,114	49,153,538	05/05/2010	
EIB	Urban transport	Loan	Spain	Madrid	metro de madrid v- rolling stock	303,030,303	100,000,000	27/04/2010	
EIB	Urban transport	Loan	Finland	Vantaa	vantaa ring rail line	606,060,606	200,000,000	09/04/2010	
EIB	Urban transport	Loan	Spain	Malaga	metro de malaga - fase 1 - afi - ppp	833,333,333	275,000,000	26/03/2010	
EIB	Urban transport	Loan	France	Dijon	tramway de dijon	303,030,303	100,000,000	25/03/2010	
EIB	Urban transport	Loan	Spain	Bilbao	metro de bilbao l2 - extension	303,030,303	100,000,000	26/02/2010	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Poland	Lodz	lodz regional tramway	53,669,858	17,711,053	07/01/2010	
EIB	Urban transport	Loan	Hungary	Budapest	budapest urban infrastructure	454,545,455	150,000,000	21/12/2009	
EIB	Urban transport	Loan	Germany	Hafen	duisburger hafen	181,818,182	60,000,000	18/12/2009	
EIB	Urban transport	Loan	Poland	Poznan	poznan municipal infrastructure	121,469,350	40,084,886	26/11/2009	
EIB	Urban transport	Loan	Romania	Bucharest	bucharest metro line 5	1,196,969,697	395,000,000	12/11/2009	
EIB	Urban transport	Loan	Bulgaria	Sofia	sofia municipal infrastructure	131,818,182	43,500,000	22/10/2009	
EIB	Urban transport	Loan	France	Lyon	lyon transport urbain ii	1,060,606,061	350,000,000	19/10/2009	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	The Netherlands	Rotterdam	rotterdam port second maasvlakte-ten	909,090,909	300,000,000	09/10/2009	
EIB	Urban transport	Loan	France	Paris	tramway de paris ii	1,515,151,515	500,000,000	28/09/2009	
EIB	Urban transport	Loan	United Kingdom	London	london crossrail (ten)	3,438,251,580	1,134,623,022	07/09/2009	
EIB	Urban transport	Loan	Spain	Barcelona	barcelona desarrollo integrado	23,333,333	7,700,000	03/08/2009	
EIB	Urban transport	Loan	Greece	Thessaloniki	thessaloniki metro	757,575,758	250,000,000	14/07/2009	
EIB	Urban transport	Loan	Czech Republic	Olomouc	olomouc urban infrastructure	13,991,238	4,617,108	03/07/2009	
EIB	Urban transport	Loan	Spain	Madrid	metro de madrid vi - mintra	233,981,818	77,214,000	19/06/2009	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Spain	Sevilla	metro de sevilla dbfo 1&2 - afi	30,303,030	10,000,000	10/06/2009	
EIB	Urban transport	Loan	Poland	Warsaw	warsaw ring road (ten)	1,712,121,212	565,000,000	26/05/2009	
EIB	Urban transport	Loan	Spain	Bilbao	metro de bilbao l2 - extension	378,787,879	125,000,000	27/04/2009	
EIB	Urban transport	Loan	France	Bordeaux	bordeaux transport urbain	121,212,121	40,000,000	17/03/2009	
EIB	Urban transport	Loan	Spain	Barcelona	metro de barcelona linea 9-3	606,060,606	200,000,000	13/03/2009	
EIB	Urban transport	Loan	Spain	San Sebastián	segundo cinturón San Sebastián	606,060,606	200,000,000	26/01/2009	
EIB	Urban transport	Loan	France	Marseille	marseille transport urbain	81,818,182	27,000,000	30/12/2008	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Spain	Valencia	valencia rolling stock	378,787,879	125,000,000	23/12/2008	
EIB	Urban transport	Loan	Poland	Poznan	poznan municipal infrastructure	144,498,926	47,684,646	15/12/2008	
EIB	Urban transport	Loan	Spain	Valencia	tranvia de valencia - linea t2	151,515,152	50,000,000	05/12/2008	
EIB	Urban transport	Loan	Spain	Valencia	valencia rolling stock	151,515,152	50,000,000	04/12/2008	
EIB	Urban transport	Loan	Spain	Madrid	metro de madrid vi - mintra	372,078,788	122,786,000	27/11/2008	
EIB	Urban transport	Loan	Germany	Berlin	nahverkehr berlin ii	115,151,515	38,000,000	21/11/2008	
EIB	Urban transport	Loan	Bulgaria	Sofia	sofia metro project	318,181,818	105,000,000	21/11/2008	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Estonia	Tallinn	tallinn municipal infrastructure	96,833,333	31,955,000	19/11/2008	
EIB	Urban transport	Loan	Spain	Barcelona	metro de barcelona linea 9-3	909,090,909	300,000,000	07/11/2008	
EIB	Urban transport	Loan	Portugal	Porto	metro porto i 2	181,818,182	60,000,000	29/10/2008	
EIB	Urban transport	Loan	Spain	Barcelona	centro intermodal de barcelona iii	151,515,152	50,000,000	23/10/2008	
EIB	Urban transport	Loan	Greece	Athens	athens metro b	909,090,909	300,000,000	02/10/2008	
EIB	Urban transport	Loan	Greece	Thessaloniki	thessaloniki metro	606,060,606	200,000,000	02/10/2008	
EIB	Urban transport	Loan	Spain	Malaga	malaga airport infrastructure	303,030,303	100,000,000	25/09/2008	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	France	Orleans	tramway d orleans ii	227,272,727	75,000,000	25/09/2008	
EIB	Urban transport	Loan	Poland	Warsaw	warsaw transport infrastructure	101,287,436	33,424,854	24/09/2008	
EIB	Urban transport	Loan	Romania	Oradea	oradea public transport	49,545,455	16,350,000	12/09/2008	
EIB	Urban transport	Loan	France	Reims	tramway de reims ppp	325,932,158	107,557,612	09/07/2008	
EIB	Urban transport	Loan	France	Le Mans	le mans transport urbain	42,424,242	14,000,000	27/05/2008	
EIB	Urban transport	Loan	Spain	Madrid	metro de madrid iv - rolling stock	151,515,152	50,000,000	30/01/2008	
EIB	Urban transport	Loan	Spain	Alicante	tranvia de alicante - linea 2	175,757,576	58,000,000	07/01/2008	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	United Kingdom	London	london overground rolling stock	551,311,166	181,932,685	20/12/2007	
EIB	Urban transport	Loan	Italy	Rome	metropolitana di roma - linea c	848,484,848	280,000,000	12/12/2007	
EIB	Urban transport	Loan	Spain	Madrid	metro de madrid iv - rolling stock	454,545,455	150,000,000	26/11/2007	
EIB	Urban transport	Loan	Belgium	Charleroi	metro de charleroi	227,272,727	75,000,000	08/10/2007	
EIB	Urban transport	Loan	Czech Republic	Prague	prague metro ii - afi	681,818,182	225,000,000	07/09/2007	
EIB	Urban transport	Loan	France	Toulon	toulon transport urbain	227,272,727	75,000,000	27/07/2007	
EIB	Urban transport	Loan	Spain	Sevilla	metro de sevilla dbfo 1&2 - afi	606,060,606	200,000,000	26/07/2007	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Spain	Madrid	metro de madrid iv - rolling stock	321,212,121	106,000,000	09/07/2007	
EIB	Urban transport	Loan	France	Tours	tours peripherique nord ouest	151,515,152	50,000,000	09/07/2007	
EIB	Urban transport	Loan	France	Rouen	rouen transport urbain	136,363,636	45,000,000	19/06/2007	
EIB	Urban transport	Loan	France	Lyon	lyon transport urbain	90,909,091	30,000,000	22/03/2007	
EIB	Urban transport	Loan	Spain	Madrid	metro de madrid iii 2 - mintra	300,303,030	99,100,000	01/03/2007	
EIB	Urban transport	Loan	France	Le Mans	le mans transport urbain	75,757,576	25,000,000	22/12/2006	
EIB	Urban transport	Loan	Sweden	Malmö	Malmö city tunnel	167,122,745	55,150,506	19/12/2006	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	France	Nice	nice transport urbain	242,424,242	80,000,000	04/12/2006	
EIB	Urban transport	Loan	Poland	Szczecin	szczecin municipal infrastructure ii	90,909,091	30,000,000	10/11/2006	
EIB	Urban transport	Loan	Greece	Thessaloniki	thessaloniki submerged tunnel ppp	461,008,312	152,132,743	31/10/2006	
EIB	Urban transport	Loan	Romania	Bucharest	bucharest metro modernisation iii	190,909,091	63,000,000	20/10/2006	
EIB	Urban transport	Loan	Greece	Athens	athens metro b	303,030,303	100,000,000	18/10/2006	
EIB	Urban transport	Loan	France	Montpellier	montpellier transport urbain	151,515,152	50,000,000	27/07/2006	
EIB	Urban transport	Loan	Spain	Madrid	metro de madrid iii 2 - mintra	305,757,576	100,900,000	13/07/2006	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Hungary	Budapest	budapest-metro line 2-m2 rolling stock	257,575,758	85,000,000	19/06/2006	
EIB	Urban transport	Loan	France	Montpellier	montpellier transport urbain	151,515,152	50,000,000	16/06/2006	
EIB	Urban transport	Loan	France	Le Mans	le mans transport urbain	181,818,182	60,000,000	15/06/2006	
EIB	Urban transport	Loan	Spain	Barcelona	metro de barcelona linea 9-2	1,060,606,061	350,000,000	24/02/2006	
EIB	Urban transport	Loan	Spain	Malaga	metro de malaga - fase 1 - afi - ppp	151,515,152	50,000,000	03/02/2006	
EIB	Urban transport	Loan	United Kingdom	London	east london line	1,999,027,140	659,678,956	21/12/2005	
EIB	Urban transport	Loan	Spain	Barcelona	metro de barcelona linea 9-2	909,090,909	300,000,000	16/12/2005	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Poland	Wroclaw	wroclaw transport infrastructure	303,030,303	100,000,000	08/12/2005	
EIB	Urban transport	Loan	Greece	Thessaloniki	thessaloniki metro	606,060,606	200,000,000	20/10/2005	
EIB	Urban transport	Loan	France	Paris	tramway de paris	393,939,394	130,000,000	28/09/2005	
EIB	Urban transport	Loan	Czech Republic	Prague	praha south-west ring road	333,333,333	110,000,000	22/09/2005	
EIB	Urban transport	Loan	Spain	Barcelona	metro de barcelona rolling stock ii	130,303,030	43,000,000	29/07/2005	
EIB	Urban transport	Loan	Hungary	Budapest	budapest-metro line 4 (m4) constr.-afi	2,093,939,394	691,000,000	18/07/2005	
EIB	Urban transport	Loan	Hungary	Budapest	budapest-metro line 4 (m4) constr.-afi	557,575,758	184,000,000	18/07/2005	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	France	Bordeaux	bordeaux transport urbain	363,636,364	120,000,000	01/07/2005	
EIB	Urban transport	Loan	Sweden	Malmö	Malmö city tunnel	330,790,218	109,160,772	29/06/2005	
EIB	Urban transport	Loan	France	Montpellier	montpellier transport urbain	303,030,303	100,000,000	27/06/2005	
EIB	Urban transport	Loan	France	Grenoble	tramway de grenoble	90,909,091	30,000,000	22/06/2005	
EIB	Urban transport	Loan	France	Grenoble	tramway de grenoble	212,121,212	70,000,000	16/06/2005	
EIB	Urban transport	Loan	France	Grenoble	tramway de grenoble	212,121,212	70,000,000	14/06/2005	
EIB	Urban transport	Loan	France	Grenoble	tramway de grenoble	90,909,091	30,000,000	02/06/2005	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Italy	Venezia	tramvia di venezia	178,787,879	59,000,000	25/05/2005	
EIB	Urban transport	Loan	France	Nantes	nantes transport urbain	272,727,273	90,000,000	23/05/2005	
EIB	Urban transport	Loan	France	Lyon	lyon transport urbain	151,515,152	50,000,000	22/04/2005	
EIB	Urban transport	Loan	Sweden	Stockholm	stockholm northern link (e4/e20)	662,868,431	218,746,582	14/04/2005	
EIB	Urban transport	Loan	Spain	Bilbao	metro de bilbao ii	151,515,152	50,000,000	18/03/2005	
EIB	Urban transport	Loan	Spain	Madrid	metro de madrid iii - mintra	3,409,090,909	1,125,000,000	07/03/2005	
EIB	Urban transport	Loan	Portugal	Porto	metro porto i 2	242,424,242	80,000,000	21/12/2004	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	France	Lyon	lyon transport urbain	363,636,364	120,000,000	15/12/2004	
EIB	Urban transport	Loan	Portugal	Porto	metro porto i 2	363,636,364	120,000,000	29/11/2004	
EIB	Urban transport	Loan	Italy	Rome	metropolitana di roma	1,090,909,091	360,000,000	24/11/2004	
EIB	Urban transport	Loan	France	Clermont-Ferrand	tramway de clermont-ferrand	90,909,091	30,000,000	29/10/2004	
EIB	Urban transport	Loan	France	Clermont-Ferrand	tramway de clermont-ferrand	179,393,939	59,200,000	29/10/2004	
EIB	Urban transport	Loan	France	Clermont-Ferrand	tramway de clermont-ferrand	93,333,333	30,800,000	29/10/2004	
EIB	Urban transport	Loan	Portugal	Lisbon	refer suburbanos	303,030,303	100,000,000	28/10/2004	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	France	Toulouse	metro de toulouse ii	303,030,303	100,000,000	21/10/2004	
EIB	Urban transport	Loan	France	Toulouse	metro de toulouse ii	90,909,091	30,000,000	20/10/2004	
EIB	Urban transport	Loan	Spain	Barcelona	metro de barcelona linea 9-1	1,969,696,970	650,000,000	15/10/2004	
EIB	Urban transport	Loan	Spain	Barcelona	metro de barcelona rolling stock	424,242,424	140,000,000	13/09/2004	
EIB	Urban transport	Loan	Czech Republic	Prague	praha south-west ring road	606,060,606	200,000,000	27/07/2004	
EIB	Urban transport	Loan	Spain	Alicante	tranvia de alicante	303,030,303	100,000,000	09/03/2004	
EIB	Urban transport	Loan	Spain	Sevilla	metro de sevilla dbfo 1&2 - afi	151,515,152	50,000,000	16/02/2004	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	France	Toulouse	metro de toulouse ii	303,030,303	100,000,000	09/02/2004	
EIB	Urban transport	Loan	Spain	Alicante	tranvia de alicante	136,363,636	45,000,000	12/01/2004	
EIB	Urban transport	Loan	Sweden	Stockholm	stockholm arlanda airport	333,733,814	110,132,159	05/01/2004	
EIB	Urban transport	Loan	Belgium	Bruxelles	brussels urban transport - stib	303,030,303	100,000,000	23/12/2003	
EIB	Urban transport	Loan	Greece	Athens	athens metro b	909,090,909	300,000,000	18/12/2003	
EIB	Urban transport	Loan	France	Valencia	tramway de valenciaes	80,363,636	26,520,000	03/12/2003	
EIB	Urban transport	Loan	France	Valencia	tramway de valenciaes	52,272,727	17,250,000	01/12/2003	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	France	Valencia	tramway de valenciaes	48,181,818	15,900,000	01/12/2003	
EIB	Urban transport	Loan	France	Roissy	roissy transport interne	303,030,303	100,000,000	28/11/2003	
EIB	Urban transport	Loan	France	Valencia	tramway de valenciaes	152,515,152	50,330,000	27/11/2003	
EIB	Urban transport	Loan	France	Toulouse	metro de toulouse ii	151,515,152	50,000,000	27/11/2003	
EIB	Urban transport	Loan	France	Mulhouse	tramway de mulhouse	106,060,606	35,000,000	25/11/2003	
EIB	Urban transport	Loan	Spain	Barcelona	metro de barcelona rolling stock	333,333,333	110,000,000	25/11/2003	
EIB	Urban transport	Loan	Ireland	Dublin	luas dublin light railway	90,909,091	30,000,000	26/09/2003	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Ireland	Dublin	luas dublin light railway	90,909,091	30,000,000	26/09/2003	
EIB	Urban transport	Loan	Czech Republic	Prague	prague metro ii - afi	227,272,727	75,000,000	22/09/2003	
EIB	Urban transport	Loan	Italy	Padova	tramvia rapida padova	93,939,394	31,000,000	18/09/2003	
EIB	Urban transport	Loan	France	Toulouse	metro de toulouse ii	60,606,061	20,000,000	01/09/2003	
EIB	Urban transport	Loan	Spain	Alicante	tranvia de alicante	90,909,091	30,000,000	18/07/2003	
EIB	Urban transport	Loan	Greece	Athens	athens tramway	121,212,121	40,000,000	18/06/2003	
EIB	Urban transport	Loan	France	Toulouse	metro de toulouse ii	606,060,606	200,000,000	28/05/2003	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Portugal	Lisbon	metropolitano de lisboa v	242,424,242	80,000,000	12/05/2003	
EIB	Urban transport	Loan	Germany	Hamburg	containerterminal altenwerder, hamburg	75,757,576	25,000,000	02/05/2003	
EIB	Urban transport	Loan	United Kingdom	London	london underground ppp	2,667,438,993	880,254,868	04/04/2003	
EIB	Urban transport	Loan	Spain	Barcelona	tranvia barcelona glories - besos dbfo	379,090,909	125,100,000	04/04/2003	
EIB	Urban transport	Loan	Finland	Kotka	city of kotka	31,060,606	10,250,000	02/01/2003	
EIB	Urban transport	Loan	Sweden	Göteborg	Göteborg infrastructure	198,647,607	65,553,710	02/01/2003	
EIB	Urban transport	Loan	United Kingdom	London	london underground ppp	1,421,565,143	469,116,497	31/12/2002	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Spain	Tenerife	tranvia de tenerife	418,181,818	138,000,000	31/10/2002	
EIB	Urban transport	Loan	Greece	Thessaloniki	thessaloniki east orbital(egnatia-ten)	227,272,727	75,000,000	31/07/2002	
EIB	Urban transport	Loan	Czech Republic	Prague	prague metro	227,272,727	75,000,000	26/06/2002	
EIB	Urban transport	Loan	Sweden	Stockholm	stockholm ring road - southern link	499,116,564	164,708,466	17/06/2002	
EIB	Urban transport	Loan	Germany	Ruktu	mannheim infrastruktur	16,121,212	5,320,000	02/05/2002	
EIB	Urban transport	Loan	Spain		metro de valencia ii	196,969,697	65,000,000	02/05/2002	
EIB	Urban transport	Loan	Spain	Madrid	metro sur madrid (ppp)	909,090,909	300,000,000	15/03/2002	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Denmark	Oerestad	oerestad city line	535,632,842	176,758,838	20/02/2002	
EIB	Urban transport	Loan	Sweden	Stockholm	stockholm ring road - southern link	319,281,744	105,362,975	21/12/2001	
EIB	Urban transport	Loan	Portugal	Lisbon	metropolitano de lisboa v	242,424,242	80,000,000	19/12/2001	
EIB	Urban transport	Loan	Spain	Madrid	metro de madrid ii	127,272,727	42,000,000	29/11/2001	
EIB	Urban transport	Loan	Greece	Athens	athens tramway	303,030,303	100,000,000	28/11/2001	
EIB	Urban transport	Loan	Portugal	Porto	metro porto i	303,030,303	100,000,000	05/11/2001	
EIB	Urban transport	Loan	Spain	Valencia	metro de valencia ii	136,363,636	45,000,000	25/10/2001	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	France	Toulouse	metro de toulouse ii	303,030,303	100,000,000	15/06/2001	
EIB	Urban transport	Loan	Spain	Madrid	metro sur madrid (ppp)	1,212,121,212	400,000,000	07/06/2001	
EIB	Urban transport	Loan	Portugal	Porto	metro porto i	303,030,303	100,000,000	30/03/2001	
EIB	Urban transport	Loan	Denmark	Oerestad	oerestad city line	64,949,856	21,433,453	11/01/2001	
EIB	Urban transport	Loan	Denmark	Oerestad	oerestad city line	199,847,898	65,949,806	11/01/2001	
EIB	Urban transport	Loan	Italy	Rome	atac roma materiale rotabile	234,753,136	77,468,535	21/12/2000	
EIB	Urban transport	Loan	Romania	Bucharest	bucharest urban infrastructure	333,333,333	110,000,000	19/12/2000	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Italy	Palermo	tram urbano palermo	266,666,667	88,000,000	14/12/2000	
EIB	Urban transport	Loan	France	Strasbourg	tramway de strasbourg ii	139,393,939	46,000,000	05/12/2000	
EIB	Urban transport	Loan	Spain	Madrid	metro sur madrid (ppp)	909,090,909	300,000,000	05/12/2000	
EIB	Urban transport	Loan	Greece	Athens	athens metro 1 & 2	606,060,606	200,000,000	10/11/2000	
EIB	Urban transport	Loan	Romania	Bucharest	bucharest urban transport rehab.	21,212,121	7,000,000	06/11/2000	
EIB	Urban transport	Loan	Romania	Constanta	constantia port environment and infrast	4,545,455	1,500,000	06/11/2000	
EIB	Urban transport	Loan	Romania	Bucharest	bucharest metro modernisation ii	348,484,848	115,000,000	06/11/2000	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Poland	Bielsko	bielsko biala municipal project	31,333,333	10,340,000	03/11/2000	
EIB	Urban transport	Loan	Sweden	Stockholm	stockholm traneberg bridge	131,984,947	43,555,032	08/08/2000	
EIB	Urban transport	Loan	Denmark	Oerestad	oerestad city line	87,271,557	28,799,614	30/05/2000	
EIB	Urban transport	Loan	Denmark	Oerestad	oerestad city line	145,618,305	48,054,041	30/05/2000	
EIB	Urban transport	Loan	France	Nantes	tramway de nantes ii	136,363,636	45,000,000	23/05/2000	
EIB	Urban transport	Loan	France	Nancy	tramway de nancy	181,818,182	60,000,000	15/05/2000	
EIB	Urban transport	Loan	Greece	Thessaloniki	thessaloniki east orbital(egnatia-ten)	303,030,303	100,000,000	28/03/2000	

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
EIB	Urban transport	Loan	Czech Republic	Prague	prague metro	227,272,727	75,000,000	18/02/2000	
EIB	Urban transport	Loan	Finland	Kotka	city of kotka	12,424,242	4,100,000	09/02/2000	
ERDF	Urban transport	Grant	Portugal	Porto	Construction of 57 km of light metro with 58 stations	890,400,000	320,200,000	2007	2013
ERDF	Urban transport	Grant	Portugal	Porto	Integrated ticheting system	8,100,000	4,400,000	2007	2013
ERDF	Urban transport	Grant	Portugal	Porto	Operaqting and information system	9,700,000	5,300,000	2007	2013
ERDF	Urban transport	Grant	Portugal	Lisbon	Extension of metro Line B by 4.8 km and five stations	266,000,000	100,000,000	2007	2013
ERDF	Urban transport	Grant	Portugal	Lisbon	Construction of 13.5 km of loght metro with 19 stationa	265,000,000	79,500,000	2007	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban transport	Grant	United Kingdom	London	A Cable Car for London	90,000,000	27,000,000	2007	2013
ERDF	Urban transport	Grant	France	Le Havre	A modern public transport system for Le Havre	249,450,000	52,384,500	2007	2013
ERDF	Urban transport	Grant	Hungary	Budapest	Budapest tramlines set for major upgrade	147,401,376	117,673,466	2007	2013
ERDF	Urban transport	Grant	Spain	Malaga	Bypassing the city of Malaga	292,694,195	190,251,227	2007	2013
ERDF	Urban transport	Grant	Italy	Naples	Completing the extension of Naples' metro line 1	400,658,085	200,329,043	2007	2013
ERDF	Urban transport	Grant	Poland	Poznan	Construction of a tramline from the Osiedle Lecha housing estate to Franowo	55,220,829	44,397,547	2007	2013
ERDF	Urban transport	Grant	Poland	Rzeszow	Construction of an integrated public transport system in the city of Rzeszów and the surrounding area	94,464,287	78,847,672	2007	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban transport	Grant	Italy	Naples	Developing a unified metro line network for Naples	171,857,065	85,928,532	2007	2013
ERDF	Urban transport	Grant	Italy	Naples	Construction of 2.2 km and four stations for Mtro L6	122,300,000	61,200,000	2007	2013
ERDF	Urban transport	Grant	Italy	Naples	Extension of Metro L6 by 3.3 km and four stations	173,100,000	86,500,000	2007	2013
ERDF	Urban transport	Grant	Slovakia	Bratislava	EDITS	2,424,272	1,907,599	2007	2013
ERDF	Urban transport	Grant	Greece	Athens	Integrated Automatic Fare Collection System for public transport in Athens	91,496,631	29,544,300	2007	2013
ERDF	Urban transport	Grant	Poland	Lublin	Integrated Urban Public Transport System in Lublin	130,987,270	99,413,110	2007	2013
ERDF	Urban transport	Grant	Spain	Bilbao	Line III of the Bilbao Metropolitan Railway	93,317,317	3,766,869	2007	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban transport	Grant	Spain	Madrid	Madrid metro Line 11 opens up the suburbs	201,500,000	50,000,000	2007	2013
ERDF	Urban transport	Grant	Bulgaria	Sofia	Mega extension for capital's metro system	211,680,300	157,414,700	2007	2013
ERDF	Urban transport	Grant	Romania	Bucharest	Metro Line 5 Section Râul Doamnei – Eroilor (PS Opera) including Valea Ialomiței	708,608,966	409,503,441	2007	2013
ERDF	Urban transport	Grant	Spain	Barcelona	New railway station – pivotal link for transport networks	7,048,780	21,960,900	2007	2013
ERDF	Urban transport	Grant	Spain	Barcelona	Extension of metro Line 3 by 0.6 km and one station	19,300,000	5,500,000	2007	2013
ERDF	Urban transport	Grant	Spain	Barcelona	Extension of metro Line 3 by 2.2 km and two stations	40,500,000	9,600,000	2007	2013
ERDF	Urban transport	Grant	Spain	Barcelona	Extension of light metro Line 11 by 1.5 km and two stations	22,700,000	6,800,000	2007	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban transport	Grant	Spain	Barcelona	Extension of light metro Line 11 by 0.2 km and two stations	16,700,000	4,400,000	2007	2013
ERDF	Urban transport	Grant	Poland	Kielce	Public transport network takes more on board	63,082,700	53,600,000	2007	2013
ERDF	Urban transport	Grant	Italy	Cosenza	Sistema di collegamento metropolitano tra Cosenza Rende e Università della Calabria	160,000,000	108,187,120	2007	2013
ERDF	Urban transport	Grant	Bulgaria	Sofia	Sofia Integrated Urban Transport Project	62,624,478	42,500,000	2007	2013
ERDF	Urban transport	Grant	Bulgaria	Sofia	Sofia Metro Extension Project: Stage III Lot 1 "Tsarigradsko Shose Blvd. - Sofia Airport" and Lot 2 "Mladost 1 RD – business Park in Mladost 4	239,755,041	116,087,083	2007	2013
ERDF	Urban transport	Grant	Italy	Firenze	Time to discover the splendour of Florence by tram (construction of 18.9 km tram route)	159,890,900	53,275,600	2007	2013
ERDF	Urban transport	Grant	Bulgaria	Burgas	Transport system advances in Burgas	61,936,900	44,044,000	2007	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban transport	Grant	Germany	Brandenburg	TROLLEY – Promoting Electric Public Transport	4,187,746	654,822	2007	2013
ERDF	Urban transport	Grant	Czech Republic	Brno	TROLLEY – Promoting Electric Public Transport		654,822	2007	2013
ERDF	Urban transport	Grant	Germany	Leipzig	TROLLEY – Promoting Electric Public Transport		654,822	2007	2013
ERDF	Urban transport	Grant	Austria	Salzburg	TROLLEY – Promoting Electric Public Transport		654,822	2007	2013
ERDF	Urban transport	Grant	Hungary	Szeged	TROLLEY – Promoting Electric Public Transport		654,822	2007	2013
ERDF	Urban transport	Grant	France	Val de Sambre	Val de Sambre moves rapidly forward with upgraded bus network	50,720,800	15,926,300	2007	2013
ERDF	Urban transport	Grant	France	Valenciennes	Construction of a 9.5 km tram route, section 1	106,100,000	5,100,000	2007	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban transport	Grant	France	Valenciennes	Construction of a 8.5 km tram route, section 2	45,400,000	7,500,000	2007	2013
ERDF	Urban transport	Grant	Bulgaria	Varna	Varna Integrated Urban Transport Project	58,511,443	39,548,354	2007	2013
ERDF	Alternative fuels	Grant	Italy	Trento	Bio-En-Area - Improve regional policies for bio-energy and territorial development	3,125,000.00	2,444,370.00	2010	2013
ERDF	Urban transport	Grant	Germany	Berlin	CAPRICE - Capital regions integrating collective transport for increased energy efficiency	1,110,367.95	177,094	2010	2013
ERDF	Urban transport	Grant	Lithuania	Vilnius	Caprice - Capital regions integrating collective transport for increased energy efficiency		177,094	2010	2013
ERDF	Urban transport	Grant	Poland	Warsaw	Caprice - Capital regions integrating collective transport for increased energy efficiency		177,094	2010	2013
ERDF	Urban transport	Grant	Romania	Bucharest	Caprice - Capital regions integrating collective transport for increased energy efficiency		177,094	2010	2013

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ERDF	Urban transport	Grant	France	Paris	Caprice - Capital regions integrating collective transport for increased energy efficiency		177,094	2010	2013
ERDF	Urban transport	Grant	Hungary	Budapest	CATCH_MR -Cooperative approaches to transport challenges in Metropolitan Regions	2,004,601.96	278,800.53	2010	2012
ERDF	Urban transport	Grant	Norway	Oslo	CATCH_MR -Cooperative approaches to transport challenges in Metropolitan Regions		278,800.53	2010	2012
ERDF	Urban transport	Grant	Austria	Vienna	CATCH_MR -Cooperative approaches to transport challenges in Metropolitan Regions		278,800.53	2010	2012
ERDF	Urban transport	Grant	Sweden	Göteborg	CATCH_MR -Cooperative approaches to transport challenges in Metropolitan Regions		278,800.53	2010	2012
ERDF	Urban transport	Grant	Slovenia	Ljubljana	CATCH_MR -Cooperative approaches to transport challenges in Metropolitan Regions		278,800.53	2010	2012
ERDF	Alternative fuels	Grant	Germany	Dresden	EnercitEE - European networks, experience and recommendations helping cities and citizens to become Energy Efficient	4,738,764.00	603,025.38	2010	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Alternative fuels	Grant	Sweden	Vaxjo	EnercitEE - European networks, experience and recommendations helping cities and citizens to become Energy Efficient		603,025.38	2010	2013
ERDF	Alternative fuels	Grant	Italy	Bologna	EnercitEE - European networks, experience and recommendations helping cities and citizens to become Energy Efficient		603,025.38	2010	2013
ERDF	Alternative fuels	Grant	France	Annecy	EnercitEE - European networks, experience and recommendations helping cities and citizens to become Energy Efficient		603,025.38	2010	2013
ERDF	Alternative fuels	Grant	Greece	Heraklion	EnercitEE - European networks, experience and recommendations helping cities and citizens to become Energy Efficient		603,025.38	2010	2013
ERDF	Alternative fuels	Grant	Poland	Wrocław	EnercitEE - European networks, experience and recommendations helping cities and citizens to become Energy Efficient		603,025.38	2010	2013
ERDF	Urban transport	Grant	Austria	Purbach	FLIPPER - Flexible Transport Services and ICT platform for Eco-Mobility in urban and rural European areas	2,695,700	348,004	2008	2011
ERDF	Urban transport	Grant	Greece	Volos	FLIPPER - Flexible Transport Services and ICT platform for Eco-Mobility in urban and rural European areas		348,004	2008	2011

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban transport	Grant	Portugal	Almada	FLIPPER - Flexible Transport Services and ICT platform for Eco-Mobility in urban and rural European areas		348,004	2008	2011
ERDF	Urban transport	Grant	Italy	Bologna	FLIPPER - Flexible Transport Services and ICT platform for Eco-Mobility in urban and rural European areas		348,004	2008	2011
ERDF	Urban transport	Grant	Italy	Firenze	FLIPPER - Flexible Transport Services and ICT platform for Eco-Mobility in urban and rural European areas		348,004	2008	2011
ERDF	Urban transport	Grant	Italy	Livorno	FLIPPER - Flexible Transport Services and ICT platform for Eco-Mobility in urban and rural European areas		348,004	2008	2011
ERDF	Urban transport	Grant	Denmark	Vejle	LoCaRe - Low-Carbon Economy Regions	4,216,111	537,917	2010	2013
ERDF	Urban transport	Grant	Sweden	Göteborg	LoCaRe - Low-Carbon Economy Regions		537,917	2010	2013
ERDF	Urban transport	Grant	Spain	Oviedo	LoCaRe - Low-Carbon Economy Regions		537,917	2010	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban transport	Grant	The Netherlands	Middelburg	LoCaRe - Low-Carbon Economy Regions		537,917	2010	2013
ERDF	Urban transport	Grant	United Kingdom	Brighton	MMOVE - Mobility Management oVer Europe: Changing Mobility Patterns	1,851,265	143,801	2008	2012
ERDF	Urban transport	Grant	Spain	Girona	MMOVE - Mobility Management oVer Europe: Changing Mobility Patterns		143,801	2008	2012
ERDF	Urban transport	Grant	Sweden	Mölnadal	MMOVE - Mobility Management oVer Europe: Changing Mobility Patterns		143,801	2008	2012
ERDF	Urban transport	Grant	Italy	Reggio Emilia	MMOVE - Mobility Management oVer Europe: Changing Mobility Patterns		143,801	2008	2012
ERDF	Urban transport	Grant	Sweden	Varberg	MMOVE - Mobility Management oVer Europe: Changing Mobility Patterns		143,801	2008	2012
ERDF	Urban transport	Grant	Germany	Ulm	MMOVE - Mobility Management oVer Europe: Changing Mobility Patterns		143,801	2008	2012

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ERDF	Urban transport	Grant	Poland	Bydgoszcz	MMOVE - Mobility Management oVer Europe: Changing Mobility Patterns		143,801	2008	2012
ERDF	Urban transport	Grant	Bulgaria	Razlog	MMOVE - Mobility Management oVer Europe: Changing Mobility Patterns		143,801	2008	2012
ERDF	Urban transport	Grant	Greece	Kavala	MMOVE - Mobility Management oVer Europe: Changing Mobility Patterns		143,801	2008	2012
ERDF	Urban transport	Grant	Romania	Brasov	MMOVE - Mobility Management oVer Europe: Changing Mobility Patterns		143,801	2008	2012
ERDF	Alternative fuels	Grant	Sweden	Luleå	MORE4NRG	1,326,559	93,699	2008	2011
ERDF	Alternative fuels	Grant	Romania	Baia Mare	MORE4NRG		93,699	2008	2011
ERDF	Alternative fuels	Grant	Italy	Aquila	MORE4NRG		93,699	2008	2011

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Alternative fuels	Grant	Spain	Valencia	MORE4NRG		93,699	2008	2011
ERDF	Alternative fuels	Grant	Italy	Rome	MORE4NRG		93,699	2008	2011
ERDF	Alternative fuels	Grant	Romania	Ploiesti	MORE4NRG		93,699	2008	2011
ERDF	Alternative fuels	Grant	France	Strasbourg	MORE4NRG		93,699	2008	2011
ERDF	Alternative fuels	Grant	Sweden	Härnösand	MORE4NRG		93,699	2008	2011
ERDF	Alternative fuels	Grant	Greece	Patras	MORE4NRG		93,699	2008	2011
ERDF	Alternative fuels	Grant	Bulgaria	Sofia	MORE4NRG		93,699	2008	2011

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ERDF	Alternative fuels	Grant	The Netherlands	s-Hertogenbosch	MORE4NRG		93,699	2008	2011
ERDF	Urban transport	Grant	Germany	Frankfurt am Main	PIMMS CAPITAL - Capitalising on Partner Initiatives in Mobility Management Services	1,761,710	197,373	2010	2012
ERDF	Urban transport	Grant	United Kingdom	Birmingham	PIMMS CAPITAL - Capitalising on Partner Initiatives in Mobility Management Services		197,373	2010	2012
ERDF	Urban transport	Grant	United Kingdom	Worcester	PIMMS CAPITAL - Capitalising on Partner Initiatives in Mobility Management Services		197,373	2010	2012
ERDF	Urban transport	Grant	United Kingdom	Hereford	PIMMS CAPITAL - Capitalising on Partner Initiatives in Mobility Management Services		197,373	2010	2012
ERDF	Urban transport	Grant	Sweden	Borlange	PIMMS CAPITAL - Capitalising on Partner Initiatives in Mobility Management Services		197,373	2010	2012
ERDF	Urban transport	Grant	Cyprus	Larnaca	PIMMS CAPITAL - Capitalising on Partner Initiatives in Mobility Management Services		197,373	2010	2012

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban transport	Grant	Bulgaria	Sofia	PIMMS CAPITAL - Capitalising on Partner Initiatives in Mobility Management Services		286,319	2010	2012
ERDF	Urban transport	Grant	United Kingdom	London	PIMMS TRANSFER - TRansferring Actions iN Sustainable mobility For European Regions	3,258,259	471,680	2008	2011
ERDF	Urban transport	Grant	Austria	Graz	PIMMS TRANSFER - TRansferring Actions iN Sustainable mobility For European Regions		236,640	2008	2011
ERDF	Urban transport	Grant	Sweden	Stockholm	PIMMS TRANSFER - TRansferring Actions iN Sustainable mobility For European Regions		213,209	2008	2011
ERDF	Urban transport	Grant	Italy	Treviso	PIMMS TRANSFER - TRansferring Actions iN Sustainable mobility For European Regions		199,934	2008	2011
ERDF	Urban transport	Grant	Portugal	Almada	PIMMS TRANSFER - TRansferring Actions iN Sustainable mobility For European Regions		217,757	2008	2011
ERDF	Urban transport	Grant	Greece	Serres	PIMMS TRANSFER - TRansferring Actions iN Sustainable mobility For European Regions		135,051	2008	2011

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban transport	Grant	Lithuania	Klaipeda	PIMMS TRANSFER - TRansferring Actions iN Sustainable mobility For European Regions		115,617	2008	2011
ERDF	Urban transport	Grant	Slovenia	Maribor	PIMMS TRANSFER - TRansferring Actions iN Sustainable mobility For European Regions		140,691	2008	2011
ERDF	Urban transport	Grant	Cyprus	Larnaca	PIMMS TRANSFER - TRansferring Actions iN Sustainable mobility For European Regions		154,109	2008	2011
ERDF	Urban transport	Grant	Poland	Gdansk	PIMMS TRANSFER - TRansferring Actions iN Sustainable mobility For European Regions		97,262	2008	2011
ERDF	Urban transport	Grant	Romania	Timisoara	PIMMS TRANSFER - TRansferring Actions iN Sustainable mobility For European Regions		90,802	2008	2011
ERDF	Urban transport	Grant	United Kingdom	Colchester	PORT INTEGRATION - Multi-modal Innovation for Sustainable Maritime & Hinterland Transport Structures	1,452,250	1,115,513	2010	2013
ERDF	Urban transport	Grant	France	Marseille	PORT INTEGRATION - Multi-modal Innovation for Sustainable Maritime & Hinterland Transport Structures			2010	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban transport	Grant	Italy	Ancona	PORT INTEGRATION - Multi-modal Innovation for Sustainable Maritime & Hinterland Transport Structures			2010	2013
ERDF	Alternative fuels	Grant	Estonia	Tallinn	Power	5,515,519	4,233,348	2008	2012
ERDF	Alternative fuels	Grant	France	Pézenas	RENREN - Renewable Energy Regions Network	2,095,360	329,301	2010	2013
ERDF	Alternative fuels	Grant	Portugal	Pinhel	RENREN - Renewable Energy Regions Network		329,301	2010	2013
ERDF	Alternative fuels	Grant	Portugal	Sertã	RENREN - Renewable Energy Regions Network		329,301	2010	2013
ERDF	Alternative fuels	Grant	The Netherlands	Sittard-Geleen	RENREN - Renewable Energy Regions Network		329,301	2010	2013
ERDF	Alternative fuels	Grant	Hungary	Vescés	RENREN - Renewable Energy Regions Network		329,301	2010	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban transport	Grant	United Kingdom	London	SUGAR - Sustainable Urban Goods logistics Achieved by Regional and local policies	3,454,245	302,792	2008	2012
ERDF	Urban transport	Grant	France	Paris	SUGAR - Sustainable Urban Goods logistics Achieved by Regional and local policies		302,792	2008	2012
ERDF	Urban transport	Grant	Spain	Barcelona	SUGAR - Sustainable Urban Goods logistics Achieved by Regional and local policies		302,792	2008	2012
ERDF	Urban transport	Grant	Spain	Palma de Mallorca	SUGAR - Sustainable Urban Goods logistics Achieved by Regional and local policies		302,792	2008	2012
ERDF	Urban transport	Grant	Greece	Athens	SUGAR - Sustainable Urban Goods logistics Achieved by Regional and local policies		302,792	2008	2012
ERDF	Urban transport	Grant	Poland	Poznan	SUGAR - Sustainable Urban Goods logistics Achieved by Regional and local policies		302,792	2008	2012
ERDF	Urban transport	Grant	Bulgaria	Vratsa	SUGAR - Sustainable Urban Goods logistics Achieved by Regional and local policies		302,792	2008	2012

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban transport	Grant	Slovenia	Celje	SUGAR - Sustainable Urban Goods logistics Achieved by Regional and local policies		302,792	2008	2012
ERDF	Urban transport	Grant	Czech Republic	Usti nad Labem	SUGAR - Sustainable Urban Goods logistics Achieved by Regional and local policies		302,792	2008	2012
ERDF	Urban transport	Grant	Italy	Ferrara	Bicy	2,061,214	272,282	2010	2013
ERDF	Urban transport	Grant	Italy	Ravenna	Bicy		272,282	2010	2013
ERDF	Urban transport	Grant	Slovakia	Kosice	Bicy		272,282	2010	2013
ERDF	Urban transport	Grant	Hungary	Budaörs	Bicy		272,282	2010	2013
ERDF	Urban transport	Grant	Slovakia	Koper	Bicy		272,282	2010	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban transport	Grant	Slovakia	Velenje	Bicy		272,282	2010	2013
ERDF	Urban transport	Grant	Poland	Gdynia	TROLLEY – Promoting Electric Public Transport	4,187,746	3,274,112	2007	2013
ERDF	Urban Transport	Grant	Belgium	Antwerp	URBAN II Antwerp	22,906,821	8,079,418	2000	2006
ERDF	Urban Transport	Grant	Germany	Gera	URBAN II Gera	20,161,005	5,932,000	2000	2006
ERDF	Urban Transport	Grant	Germany	Mannheim	URBAN II Mannheim/Ludwigshafen	21,817,064	4,085,492	2000	2006
ERDF	Urban Transport	Grant	Germany	Ludwigshafen	URBAN II Mannheim/Ludwigshafen		4,085,492	2000	2006
ERDF	Urban Transport	Grant	Spain	San Cristóbal de La Laguna	URBAN II San Cristóbal de La Laguna	15,456,841	96,162	2000	2006

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban Transport	Grant	Spain	Pamplona	URBAN II Pamplona	23,185,252	540,912	2000	2006
ERDF	Urban Transport	Grant	Spain	Teruel	URBAN II Teruel	21,317,438	7,903,872	2000	2006
ERDF	Urban Transport	Grant	Spain	Cáceres	URBAN II Cáceres	15,456,838	601,012	2000	2006
ERDF	Urban Transport	Grant	Spain	Granada	URBAN II Granada	16,702,055	2,033,658	2000	2006
ERDF	Urban Transport	Grant	Italy	Carrara	URBAN II Carrara	27,419,198	15,590,000	2000	2006
ERDF	Urban Transport	Grant	Italy	Crotone	URBAN II Crotone	25,335,053	364,931	2000	2006
ERDF	Urban Transport	Grant	Italy	Milan	URBAN II Milano	27,389,729	11,910,000	2000	2006

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban Transport	Grant	Italy	Misterbianco	URBAN II Misterbianco	25,423,855	4,250,000	2000	2006
ERDF	Urban Transport	Grant	Italy	Taranto	URBAN II Taranto	39,127,894	1,000,000	2000	2006
ERDF	Urban Transport	Grant	United Kingdom	London	Urban II London Stockwell	20,265,494	6,208,394	2000	2006
ERDF	Urban Transport	Grant	France	Dijon	Intermodalité du tramway Grand Dijon	18,528,240	6,314,424	2007	2013
ERDF	Urban Transport	Grant	France	Brest	Construction of the Brest tram system	79,051,001	15,450,000	2007	2013
ERDF	Urban Transport	Grant	Greece	Piraeus	Westward extension of Tramway to Piraeus-Phase A: Construction Works	689,000,000	34,053,587	2007	2013
ERDF	Urban Transport	Grant	Greece	Athens	New buses acquisitions from ETHEL	56,828,800	48,304,500	2007	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
ERDF	Urban Transport	Grant	Italy	Palermo	Palermo railway ring	154,694,486	75,120,026	2007	2013
ERDF	Urban Transport	Grant	Italy	Pisa	Light railway line (People Mover) between the Galileo Galilei airport and the Pisa main train station	78,855,244	7,037,187	2007	2013
ERDF	Urban Transport	Grant	Poland	Bydgoszcz	Construction of a tram line to the Fordon district along with reconstruction of the road system in Bydgoszcz	100,429,217	65,320,580	2007	2013
ERDF	Urban Transport	Grant	Poland	Szczecin	Construction of Szczecin Fast Tramway	57,765,017	36,160,723	2007	2013
FP7	Urban transport	Grant	Denmark	Aalborg	ARCHIMEDES -Achieving Real Change with Innovative Transport Measures Demonstrating Energy Savings	26,234,684	4,330,011	2008	2012
FP7	Urban transport	Grant	United Kingdom	Brighton	ARCHIMEDES -Achieving Real Change with Innovative Transport Measures Demonstrating Energy Savings		866,616	2008	2012
FP7	Urban transport	Grant	Spain	Donostia- San Sebastián	ARCHIMEDES -Achieving Real Change with Innovative Transport Measures Demonstrating Energy Savings		3,215,504	2008	2012

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP7	Urban transport	Grant	Romania	Iasi	ARCHIMEDES -Achieving Real Change with Innovative Transport Measures Demonstrating Energy Savings		1,728,083	2008	2012
FP7	Urban transport	Grant	Italy	Monza	ARCHIMEDES -Achieving Real Change with Innovative Transport Measures Demonstrating Energy Savings		716,919	2008	2012
FP7	Urban transport	Grant	Czech Republic	Usti nad Labem	ARCHIMEDES -Achieving Real Change with Innovative Transport Measures Demonstrating Energy Savings		1,099,472	2008	2012
FP7	Urban transport	Grant	Italy	Rome	CATS - City Alternative Transport System	3,965,705	98,305	2012	2013
FP7	Urban transport	Grant	Romania	Ploiesti	CATS - City Alternative Transport System		41,640	2012	2013
FP7	Urban transport	Grant	France	Strasbourg	CATS - City Alternative Transport System		124,002	2012	2013
FP7	Urban transport	Grant	Spain	Barcelona	CONDUITS - Coordination Of Network Descriptors for Urban Intelligent Transportation Systems	947,915	101,799	2009	2011

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP7	Urban transport	Grant	France	Paris	CONDUITS - Coordination Of Network Descriptors for Urban Intelligent Transportation Systems		104,859	2009	2011
FP7	Urban transport	Grant	Turkey	Istanbul	CONDUITS - Coordination Of Network Descriptors for Urban Intelligent Transportation Systems		43,326	2009	2011
FP7	Urban transport	Grant	Italy	Rome	CONDUITS - Coordination Of Network Descriptors for Urban Intelligent Transportation Systems		90,736	2009	2011
FP7	Urban transport	Grant	Belgium	Bruxelles	CONDUITS - Coordination Of Network Descriptors for Urban Intelligent Transportation Systems		54,028	2009	2011
FP7	Urban transport	Grant	Italy	Genova	DEMOCRITOS - DEveloping the MObility CRedits Integrated platform enabling travellers to improve urban TranspOrt Sustainability	1,741,707	119,716	2009	2011
FP7	Urban transport	Grant	Portugal	Lisbon	DEMOCRITOS - DEveloping the MObility CRedits Integrated platform enabling travellers to improve urban TranspOrt Sustainability		33,738	2009	2011

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP7	Urban transport	Grant	Germany	Stuttgart	DEMOCRITOS - Developing the MObility CReditS Integrated platform enabling travellers to improve urban TranspOrt Sustainability		60,107	2009	2011
FP7	Urban transport	Grant	Slovenia	Ljubljana	ELAN - CIVITAS ELAN Mobilising citizens for vital cities Ljubljana - Gent - Zagreb - Brno - Porto	28,640,762	2,450,993	2008	2012
FP7	Urban transport	Grant	Belgium	Gent	ELAN - CIVITAS ELAN Mobilising citizens for vital cities Ljubljana - Gent - Zagreb - Brno - Porto		3,855,469	2008	2012
FP7	Urban transport	Grant	Portugal	Porto	ELAN - CIVITAS ELAN Mobilising citizens for vital cities Ljubljana - Gent - Zagreb - Brno - Porto		1,153,920	2008	2012
FP7	Urban transport	Grant	Croatia	Zagreb	ELAN - CIVITAS ELAN Mobilising citizens for vital cities Ljubljana - Gent - Zagreb - Brno - Porto		590,433	2008	2012
FP7	Urban transport	Grant	Czech Republic	Brno	ELAN - CIVITAS ELAN Mobilising citizens for vital cities Ljubljana - Gent - Zagreb - Brno - Porto		1,259,689	2008	2012
FP7	Urban transport	Grant	Italy	Bologna	MIMOSA - CIVITAS Making Innovation for MObility Sustainable Actions	24,280,520	3,696,972	2008	2012

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP7	Urban transport	Grant	Portugal	Funchal	MIMOSA - CIVITAS Making Innovation for MObility Sustainable Actions		1,785,526	2008	2012
FP7	Urban transport	Grant	Poland	Gdansk	MIMOSA - CIVITAS Making Innovation for MObility Sustainable Actions		1,026,735	2008	2012
FP7	Urban transport	Grant	Estonia	Tallinn	MIMOSA - CIVITAS Making Innovation for MObility Sustainable Actions		2,273,671	2008	2012
FP7	Urban transport	Grant	The Netherlands	Utrecht	MIMOSA - CIVITAS Making Innovation for MObility Sustainable Actions		2,899,369	2008	2012
FP7	Urban transport	Grant	Italy	Brescia	MODERN - MObility, Development and Energy use ReductioN	13,629,163	2,299,092	2008	2012
FP7	Urban transport	Grant	Portugal	Coimbra	MODERN - MObility, Development and Energy use ReductioN		743,976	2008	2012
FP7	Urban transport	Grant	Romania	Craiova	MODERN - MObility, Development and Energy use ReductioN		772,762	2008	2012

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP7	Urban transport	Grant	Spain	Vitoria-Gasteiz	MODERN - MObility, Development and Energy use ReductioN		1,644,499	2008	2012
FP7	Urban transport	Grant	United Kingdom	Bath	RENAISSANCE - Testing innovative strategies for clean urban transport for historic European cities	24,006,193	2,348,225	2008	2012
FP7	Urban transport	Grant	Bulgaria	Gorna Oryahovitsa	RENAISSANCE - Testing innovative strategies for clean urban transport for historic European cities		244,102	2008	2012
FP7	Urban transport	Grant	Italy	Perugia	RENAISSANCE - Testing innovative strategies for clean urban transport for historic European cities		3,985,711	2008	2012
FP7	Urban transport	Grant	Macedonia	Skopje	RENAISSANCE - Testing innovative strategies for clean urban transport for historic European cities		560,439	2008	2012
FP7	Urban transport	Grant	Poland	Szczecin	RENAISSANCE - Testing innovative strategies for clean urban transport for historic European cities		2,241,255	2008	2012
FP7	Urban transport	Grant	United Kingdom	London	STADIUM - Smart Transport Applications Designed for large events with Impacts on Urban Mobility	5,742,834	391,980	2009	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP7	Urban transport	Grant	Italy	Rome	STADIUM - Smart Transport Applications Designed for large events with Impacts on Urban Mobility		262,700	2009	2013
FP7	Urban transport	Grant	France	Lyon	CITYLOG - Sustainability and efficiency of city logistics	6,098,920	43,800	2010	2012
FP7	Urban transport	Grant	Italy	Torino	CITYLOG - Sustainability and efficiency of city logistics		181,242	2010	2012
FP7	Urban transport	Grant	Spain	Madrid	EBSF - European Bus System of the Future	25,687,248	491,161	2008	2013
FP7	Urban transport	Grant	France	Nantes	EBSF - European Bus System of the Future		24,890	2008	2013
FP7	Urban transport	Grant	Italy	Verona	EBSF - European Bus System of the Future		77,960	2008	2013
FP7	Urban transport	Grant	France	Paris	EBSF - European Bus System of the Future		742,477	2008	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP7	Urban transport	Grant	Romania	Bucharest	EBSF - European Bus System of the Future		39,338	2008	2013
FP7	Urban transport	Grant	Belgium	Jambes	EBSF - European Bus System of the Future		22,394	2008	2013
FP7	Urban transport	Grant	Sweden	Vasttrafik	EBSF - European Bus System of the Future		205,703	2008	2013
FP7	Urban transport	Grant	Italy	Milan	EBSF - European Bus System of the Future		76,466	2008	2013
FP7	Urban transport	Grant	Germany	Brehemhaven	EBSF - European Bus System of the Future		356,620	2008	2013
FP7	Urban transport	Grant	Italy	Rome	EBSF - European Bus System of the Future		518,605	2008	2013
FP6	Urban transport	Grant	United Kingdom	Preston	SUCCESS	17,027,052	155,433	2005	2009

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP6	Urban transport	Grant	France	La Rochelle	SUCCESS		36,532	2005	2009
FP6	Urban transport	Grant	United Kingdom	Lancashire	SUCCESS		2,087,835	2005	2009
FP6	Urban transport	Grant	United Kingdom	South Ribble Borough	SUCCESS		118,525	2005	2009
FP6	Urban transport	Grant	Romania	Ploiesti	SUCCESS		606,117	2005	2009
FP6	Urban transport	Grant	France	Toulouse	MOBILIS	21,556,882	3,226,338	2005	2009
FP6	Urban transport	Grant	France	Blagnac	MOBILIS		110,711	2005	2009
FP6	Urban transport	Grant	Hungary	Debrecen	MOBILIS		200,040	2005	2009

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP6	Urban transport	Grant	Italy	Venezia	MOBILIS		918,758	2005	2009
FP6	Urban transport	Grant	Denmark	Odense	MOBILIS		859,590	2005	2009
FP6	Urban transport	Grant	Slovenia	Ljubljana	MOBILIS		121,035	2005	2009
FP6	Urban transport	Grant	Germany	Toulouse	CATALIST	4,292,927	87,784	2007	2011
FP6	Urban transport	Grant	Germany	Bremen	CATALIST		288,157	2007	2011
FP6	Urban transport	Grant	United Kingdom	Bristol	CATALIST		23,941	2007	2011
FP6	Urban transport	Grant	Romania	Bucharest	CATALIST		46,995	2007	2011

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP6	Urban transport	Grant	Italy	Genova	CATALIST		72,331	2007	2011
FP6	Urban transport	Grant	Sweden	Göteborg	CATALIST		110,062	2007	2011
FP6	Urban transport	Grant	Austria	Graz	CATALIST		164,472	2007	2011
FP6	Urban transport	Grant	Lithuania	Kaunas	CATALIST		57,091	2007	2011
FP6	Urban transport	Grant	Poland	Krakow	CATALIST		56,913	2007	2011
FP6	Urban transport	Grant	France	Nantes	CATALIST		94,984	2007	2011
FP6	Urban transport	Grant	The Netherlands	Rotterdam	CATALIST		115,756	2007	2011

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP6	Urban transport	Grant	Italy	Rome	CATALIST		33,695	2007	2011
FP6	Urban transport	Grant	Sweden	Stockholm	CATALIST		241,827	2007	2011
FP6	Urban transport	Grant	United Kingdom	Heathrow	CITYMOBIL	40,362,975	452,000	2006	2011
FP6	Urban transport	Grant	France	Paris	CITYMOBIL		38,000	2006	2011
FP6	Urban transport	Grant	Italy	Rome	CITYMOBIL		2,000,000	2006	2011
FP6	Urban transport	Grant	Spain	Castellon	CITYMOBIL		1,351,810	2006	2011
FP6	Urban transport	Grant	Sweden	Stockholm	NICHES	1,050,000	1,050,000	2004	2007

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP6	Urban transport	Grant	The Netherlands	Groningen	TRANSPower	800,000	100,000	2006	2009
FP6	Urban transport	Grant	Italy	Aquila	TRANSPower		100,000	2006	2009
FP6	Urban transport	Grant	Greece	Halandri	TRANSPower		100,000	2006	2009
FP6	Urban transport	Grant	Romania	Sibiu	TRANSPower		100,000	2006	2009
FP6	Urban transport	Grant	Romania	Timisoara	TRANSPower		100,000	2006	2009
FP6	Urban transport	Grant	Austria	Graz	TRANSPower		100,000	2006	2009
FP6	Urban transport	Grant	Germany	Görlitz	TRANSPower		100,000	2006	2009

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP6	Urban transport	Grant	Serbia	Niš	TRANSPower		100,000	2006	2009
FP6	Alternative fuels	Grant	Spain	Madrid	BEST		479,695	2006	2009
FP6	Alternative fuels	Grant	Italy	Terni	BEST		228,265	2006	2009
FP6	Alternative fuels	Grant	Italy	Spezia	BEST		109,173	2006	2009
FP6	Alternative fuels	Grant	The Netherlands	Rotterdam	BEST		559,225	2006	2009
FP6	Alternative fuels	Grant	Sweden	Stockholm	BEST		1,191,559	2006	2009
FP6	Alternative fuels	Grant	United Kingdom	Somerset	BEST		145,745	2006	2009

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP6	Alternative fuels	Grant	France	Lille	BIOGASMAX	16,230,700	1,714,524	2006	2009
FP6	Alternative fuels	Grant	Sweden	Stockholm	BIOGASMAX		780,849	2006	2009
FP6	Alternative fuels	Grant	Sweden	Falkoeeping	BIOGASMAX		89,713	2006	2009
FP6	Alternative fuels	Grant	Italy	Mantova	ZERO REGIO		345,460	2004	2010
FP6	Urban transport	Grant	Italy	Genova	CARAVEL	29,148,474	4,925,530	2005	2009
FP6	Urban transport	Grant	Poland	Krakow	CARAVEL		1,190,661	2005	2009
FP6	Urban transport	Grant	Spain	Burgos	CARAVEL		2,050,783	2005	2009

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP6	Urban transport	Grant	United Kingdom	Stuttgart	CARAVEL		102,930	2005	2009
FP6	Urban transport	Grant	United Kingdom	Norfolk	SMILE	32,851,808	1,794,373	2005	2009
FP6	Urban transport	Grant	Sweden	Malmö	SMILE		3,456,526	2005	2009
FP6	Urban transport	Grant	Estonia	Tallinn	SMILE		879,229	2005	2009
FP6	Urban transport	Grant	Italy	Potenza	SMILE		291,844	2005	2009
FP6	Urban transport	Grant	Italy	Potenza	SMILE		152,853	2005	2009
FP6	Urban transport	Grant	Romania	Suceava	SMILE		208,101	2005	2009

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP6	Urban transport	Grant	United Kingdom	Bristol	CURACAO	1,537,965	45,180	2006	2009
FP6	Urban transport	Grant	Sweden	Stockholm	CURACAO		26,680	2006	2009
FP6	Urban transport	Grant	Italy	Rome	CURACAO		43,844	2006	2009
FP6	Urban transport	Grant	Italy	Genova	Emotion	3,448,198	98,687	2006	2008
FP6	Urban transport	Grant	Italy	Genova	Emotion		84,067	2006	2008
FP6	Alternative fuels	Grant	Luxembourg	Luxemburg	HYFLEET:CUTE	43,037,049	716,700	2006	2009
FP6	Alternative fuels	Grant	Spain	Barcelona	HYFLEET:CUTE		734,303	2006	2009

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP6	Alternative fuels	Grant	United Kingdom	London	HYFLEET:CUTE		777,565	2006	2009
FP6	Alternative fuels	Grant	Spain	Madrid	HYFLEET:CUTE		687,025	2006	2009
FP5	Alternative fuels	Grant	Germany	Berlin	FUEL CELL BUS PROJEC	5,230,527	988,944	2000	2004
FP5	Alternative fuels	Grant	Denmark	Copenhagen	FUEL CELL BUS PROJEC		45,290	2000	2004
FP5	Alternative fuels	Grant	Portugal	Lisbon	FUEL CELL BUS PROJEC		114,213	2000	2004
FP5	Urban transport	Grant	Wales	Cardiff	EDICT	3,084,557	368,440	2001	2004
FP5	Urban transport	Grant	Netherland	Eindhoven	EDICT		368,440	2001	2004

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP5	Urban transport	Grant	Sweden	Huddinge	EDICT		368,440	2001	2004
FP5	Urban transport	Grant	Italy	Rome	EDICT		368,440	2001	2004
FP5	Urban transport	Grant	Germany	Cologne	PLUME	3,372,008	378,323	2002	2005
FP5	Urban transport	Grant	Sweden	Stockholm	PLUME		376,282	2002	2005
FP5	Urban transport	Grant	Denmark	Aalborg	PLUME		337,201	2002	2005
FP5	Urban transport	Grant	Romania	Suceava	PLUME		337,201	2002	2005
FP5	Urban transport	Grant	United Kingdom	London	PLUME		378,323	2002	2005

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP5	Urban transport	Grant	Italy	Rome	TRANSPLUS	3,188,843	1,964,707	2000	2003
FP5	Alternative fuels	Grant	Belgium	Luxemburg	CUTE	52,438,453	1,700,036	2001	2006
FP5	Alternative fuels	Grant	Sweden	Stockholm	CUTE		378,323	2001	2006
FP5	Alternative fuels	Grant	Netherland	Amsterdam	CUTE		1,680,984	2001	2006
FP5	Alternative fuels	Grant	Germany	Hamburg	CUTE		1,826,541	2001	2006
FP5	Alternative fuels	Grant	United Kingdom	London	CUTE		1,147,063	2001	2006
FP5	Alternative fuels	Grant	Spain	Barcelona	CUTE		1,385,550	2001	2006

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP5	Alternative fuels	Grant	Germany	Stuttgart	CUTE		1,667,358	2001	2006
FP5	Alternative fuels	Grant	Spain	Madrid	CUTE		1,646,974	2001	2006
FP5	Alternative fuels	Grant	Norway	Oslo	CUTE		132,718	2001	2006
FP5	Alternative fuels	Grant	Portugal	Porto	CUTE		1,310,509	2001	2006
FP5	Alternative fuels	Grant	Spain	Barcelona	E-TOUR	4,628,161	247,497	2000	2002
FP5	Alternative fuels	Grant	Sweden	Stockholm	E-TOUR		69,636	2000	2002
FP5	Alternative fuels	Grant	Italy	Capri	E-TOUR		164,500	2000	2002

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP5	Alternative fuels	Grant	Netherland	Rotterdam	E-TOUR		271,897	2000	2002
FP5	Alternative fuels	Grant	Germany	Nürnberg	E-TOUR		82,346	2000	2002
FP5	Urban transport	Grant	Sweden	Stockholm	MOSES	3,386,628	179,982	2001	2005
FP5	Urban transport	Grant	United Kingdom	London	MOSES		179,982	2001	2005
FP5	Urban transport	Grant	Belgium	Walloon Region	MOSES		179,982	2001	2005
FP5	Urban transport	Grant	Italy	Palermo	MOSES		179,982	2001	2005
FP5	Urban transport	Grant	Romania	Bucharest	MOSES		179,982	2001	2005

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP5	Urban transport	Grant	Germany	Bremen	MOSES		179,982	2001	2005
FP5	Urban transport	Grant	Italy	Turin	MOSES		179,982	2001	2005
FP5	Urban transport	Grant	Italy	Genova	MOSES		179,982	2001	2005
FP5	Urban transport	Grant	Hungary	Gyor	ECOCITY	277,095	1,662,571	2002	2005
FP5	Urban transport	Grant	Finland	Tampere	ECOCITY		1,662,571	2002	2005
FP5	Urban transport	Grant	Slovakia	Trnava	ECOCITY		1,662,571	2002	2005
FP5	Urban transport	Grant	Austria	Bad Ischl	ECOCITY		1,662,571	2002	2005

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP5	Urban transport	Grant	Germany	Tuebingen	ECOCITY		1,662,571	2002	2005
FP5	Urban transport	Grant	Italy	Umbertide	ECOCITY		1,662,571	2002	2005
FP5	Urban transport	Grant	Sweden	Malmö	ARTISTS	334,081	1,670,407	2001	2004
FP5	Urban transport	Grant	Denmark	Copenhagen	ARTISTS		1,670,407	2001	2004
FP5	Urban transport	Grant	Spain	Girona	ARTISTS		1,670,407	2001	2004
FP5	Urban transport	Grant	Greece	Kalamaria	ARTISTS		1,670,407	2001	2004
FP5	Urban transport	Grant	Germany	Freiburg	ARTISTS		1,670,407	2001	2004

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP5	Urban transport	Grant	Spain	Barcelona	MIRACLES	19,506,036	1,270,130	2002	2006
FP5	Urban transport	Grant	Ireland	Cork	MIRACLES		484,909	2002	2006
FP5	Urban transport	Grant	United Kingdom	Hampshire	MIRACLES		1,203,521	2002	2006
FP5	Urban transport	Grant	Italy	Rome	MIRACLES		2,657,551	2002	2006
FP5	Urban transport	Grant	Netherland	Rotterdam	TELLUS	32,988,061	4,252,972	2002	2006
FP5	Urban transport	Grant	Germany	Berlin	TELLUS		182525	2002	2006
FP5	Urban transport	Grant	Romania	Bucharest	TELLUS		764373	2002	2006

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP5	Urban transport	Grant	Sweden	Göteborg	TELLUS		823674	2002	2006
FP5	Urban transport	Grant	Poland	Gdynia	TELLUS		418524	2002	2006
FP5	Urban transport	Grant	France	Lille	TRENDSETTER	39,945,870	926307	2002	2006
FP5	Urban transport	Grant	Austria	Graz	TRENDSETTER		2256109	2002	2006
FP5	Urban transport	Grant	Sweden	Stockholm	TRENDSETTER		3936246	2002	2006
FP5	Urban transport	Grant	Czech Republic	Prague	TRENDSETTER		172860	2002	2006
FP5	Urban transport	Grant	Hungary	Pecs	TRENDSETTER		200175	2002	2006

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP5	Urban transport	Grant	France	Nantes	VIVALDI	39,849,849	3377011	2002	2006
FP5	Urban transport	Grant	United Kingdom	Bristol	VIVALDI		4827578	2002	2006
FP5	Urban transport	Grant	Germany	Bremen	VIVALDI		2186629	2002	2006
FP5	Urban transport	Grant	Lithuania	Kaunas	VIVALDI		139334	2002	2006
FP5	Urban transport	Grant	Denmark	Aalborg	VIVALDI		465653	2002	2006
FP5	Urban transport	Grant	Belgium	Bruxelles	CAPITALS ITTS	4,972,307	494999.4	2002	2004
FP5	Urban transport	Grant	Germany	Berlin	CAPITALS ITTS		494999.4	2002	2004

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP5	Urban transport	Grant	France	Paris	CAPITALS ITTS		494999.4	2002	2004
FP5	Urban transport	Grant	Spain	Madrid	CAPITALS ITTS		494999.4	2002	2004
FP5	Urban transport	Grant	Italy	Rome	CAPITALS ITTS		494999.4	2002	2004
FP5	Urban transport	Grant	Denmark	Copenhagen	PROGRESS	7,217,846	225868	2000	2004
FP5	Urban transport	Grant	Italy	Rome	PROGRESS		954963	2000	2004
FP5	Urban transport	Grant	Finland	Helsinki	PROGRESS		15444	2000	2004
FP5	Urban transport	Grant	Italy	Genova	PROGRESS		454743	2000	2004

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP5	Urban transport	Grant	United Kingdom	Bristol	PROGRESS		1356936	2000	2004
FP5	Urban transport	Grant	Sweden	Göteborg	PROGRESS		32659	2000	2004
FP5	Urban transport	Grant	United Kingdom	Edinburgh	PROGRESS		233027	2000	2004
FP5	Urban Transport	Grant	Hungary	Gyor	ECOCITY-Urban development towards appropriate structures for sustainable transport	2,678,617	51955	2000	2006
FP5	Urban Transport	Grant	Finland	Tampere	ECOCITY-Urban development towards appropriate structures for sustainable transport		51955	2000	2006
FP5	Urban Transport	Grant	Slovakia	Trnava	ECOCITY-Urban development towards appropriate structures for sustainable transport		51955	2000	2006
FP5	Urban Transport	Grant	Italy	Rome	ISHTAR Integrated software for health, transport efficiency and artistic heritage recovery	2,655,040	174106	2000	2006

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP5	Urban Transport	Grant	Belgium	Bruxelles	ISHTAR Integrated software for health, transport efficiency and artistic heritage recovery		87053	2000	2006
FP5	Urban Transport	Grant	Austria	Graz	ISHTAR Integrated software for health, transport efficiency and artistic heritage recovery		87053	2000	2006
FP5	Urban Transport	Grant	France	Paris	ISHTAR Integrated software for health, transport efficiency and artistic heritage recovery		87053	2000	2006
FP5	Urban Transport	Grant	France	Grenoble	ISHTAR Integrated software for health, transport efficiency and artistic heritage recovery		87053	2000	2006
FP5	Urban Transport	Grant	Denmark	Aalborg	PLUME		41122	2000	2006
FP5	Urban Transport	Grant	Germany	Cologne	PLUME			2000	2006
FP5	Urban Transport	Grant	Romania	Suceava	PLUME		41122	2000	2006

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
FP5	Urban Transport	Grant	Italy	Rome	PLUME		41122	2000	2006
FP5	Urban Transport	Grant	Italy	Rome - cimapino	EDICT - Evaluation and Demonstration of Innovative City Transport	3,084,557	92110	2000	2006
FP5	Urban Transport	Grant	The Netherlands	Almelo	EDICT - Evaluation and Demonstration of Innovative City Transport		92110	2000	2006
FP5	Urban Transport	Grant	Sweden	Huddinge	EDICT - Evaluation and Demonstration of Innovative City Transport		92110	2000	2006
FP5	Urban Transport	Grant	United Kingdom	Cardiff	EDICT - Evaluation and Demonstration of Innovative City Transport		92110	2000	2006
IEE	Urban transport	Grant	Portugal	Aveiro	ACTIVE ACCESS	1,946,997	89,194	2009	2012
IEE	Urban transport	Grant	Croatia	Grad Koprivnica	ACTIVE ACCESS		41,490	2009	2012

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Germany	Stuttgart	ACTIVE ACCESS		81,087	2009	2012
IEE	Urban transport	Grant	Estonia	Tartu	ACTIVE ACCESS		61,217	2009	2012
IEE	Urban transport	Grant	Greece	Heraklion	AD PERSONAM	1,387,389	74,580	2008	2010
IEE	Urban transport	Grant	Romania	Baia Mare	AD PERSONAM		42,477	2008	2010
IEE	Urban transport	Grant	Portugal	Funchal	AD PERSONAM		105,862	2008	2010
IEE	Urban transport	Grant	United Kingdom	Lancashire	AD PERSONAM		118,066	2008	2010
IEE	Urban transport	Grant	Italy	Modena	AD PERSONAM		200,998	2008	2010

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Italy	Genova	ADD HOME	1,229,190	169,281	2006	2009
IEE	Urban transport	Grant	Ireland	Cork	ADDED VALUE	1,730,820	112,279	2007	2010
IEE	Urban transport	Grant	Romania	Oradea	ADDED VALUE		7,059	2007	2010
IEE	Urban transport	Grant	Spain	Donostia- San Sebastián	AENEAS	1,843,369	183,787	2008	2011
IEE	Urban transport	Grant	Poland	Krakow	AENEAS		64,825	2008	2011
IEE	Urban transport	Grant	Germany	Munchen	AENEAS		172,398	2008	2011
IEE	Urban transport	Grant	Denmark	Odense	AENEAS		185,856	2008	2011

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	United Kingdom	Borough of Bromley	ASTUTE	1,872,940	299,517	2006	2009
IEE	Urban transport	Grant	Ireland	Dublin	ASTUTE		91,865	2006	2009
IEE	Urban transport	Grant	Spain	Granada	ASTUTE		100,174	2006	2009
IEE	Urban transport	Grant	Austria	Graz	ASTUTE		133,790	2006	2009
IEE	Urban transport	Grant	Bulgaria	Hisarya	BAMBINI	1,582,146	28,874	2009	2012
IEE	Urban transport	Grant	Greece	Thessaloniki	BAMBINI		114,183	2009	2012
IEE	Urban transport	Grant	The Netherlands	Breda	BAMBINI		108,762	2009	2012

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Bulgaria	Plovdiv	BAMBINI		66,678	2009	2012
IEE	Urban transport	Grant	Belgium	Leuven	BAMBINI		103,678	2009	2012
IEE	Urban transport	Grant	Germany	Munchen	BAMBINI		115,962	2009	2012
IEE	Urban transport	Grant	Italy	Bologna	BENEFIT	1,276,713	145,240	2008	2011
IEE	Urban transport	Grant	Spain	Mallorca	BENEFIT		250,832	2008	2011
IEE	Urban transport	Grant	Czech Republic	Brno	BENEFIT		76,295	2008	2011
IEE	Urban transport	Grant	Slovakia	Zilina	BENEFIT		84,128	2008	2011

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Alternative fuels	Grant	United Kingdom	Lancashire	BIONIC	1,406,284	113,298	2007	2010
IEE	Alternative fuels	Grant	United Kingdom	Liverpool	BIONIC		163,191	2007	2010
IEE	Alternative fuels	Grant	Bulgaria	Pazardjik	BIONIC		80,895	2007	2010
IEE	Alternative fuels	Grant	Romania	Ploiesti	BIONIC		26,906	2007	2010
IEE	Urban transport	Grant	France	La Rochelle	BIOSIRE	1,620,519	127,903	2008	2011
IEE	Urban transport	Grant	Spain	Barcelona	BIOSIRE		133,082	2008	2011
IEE	Urban transport	Grant	Spain	Mallorca	BIOSIRE		48,376	2008	2011

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	The Netherlands	Eindhoven	CARMA	1,762,800	257,432	2010	2013
IEE	Urban transport	Grant	Sweden	Göteborg	CARMA		360,255	2010	2013
IEE	Urban transport	Grant	United Kingdom	Kensington & Chelse	CARMA		218,929	2010	2013
IEE	Urban transport	Grant	Italy	Parma	CARMA		175,435	2010	2013
IEE	Urban transport	Grant	Latvia	Riga	CARMA		106,224	2010	2013
IEE	Urban transport	Grant	United Kingdom	Edinburgh	CHAMP		101,477	2009	2012
IEE	Urban transport	Grant	Lithuania	Kaunas	CHAMP		23,267	2009	2012

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	United Kingdom	Leicester	C-LIEGE	2,417,321	83,055	2011	2013
IEE	Urban transport	Grant	Bulgaria	Montana	C-LIEGE		33,388	2011	2013
IEE	Urban transport	Grant	United Kingdom	Newcastle	C-LIEGE		125,754	2011	2013
IEE	Urban transport	Grant	Lithuania	Kaunas	COMMERCE	1,030,793	44,842	2007	2010
IEE	Urban transport	Grant	Bulgaria	Plovdiv	COMMERCE		22,988	2007	2010
IEE	Urban transport	Grant	United Kingdom	Borough of Bromley	COMMERCE		99,014	2007	2010
IEE	Urban transport	Grant	Ireland	Cork	COMPETENCE	1,728,409	33,012	2005	2007

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Alternative fuels	Grant	Germany	Bremen	COMPRO	1,593,594	184,498	2007	2009
IEE	Alternative fuels	Grant	Sweden	Göteborg	COMPRO		73,988	2007	2009
IEE	Alternative fuels	Grant	France	Nantes	COMPRO		176,720	2007	2009
IEE	Urban transport	Grant	Italy	Modena	CONNECT	1,438,224	42,672	2007	2010
IEE	Urban transport	Grant	Bulgaria	Burgas	ECOMOBILITY SHIFT	896,149	27,457	2010	2013
IEE	Alternative fuels	Grant	Spain	Barcelona	ELE.C.TRA	1,266,186	117,586	2013	2013
IEE	Alternative fuels	Grant	Italy	Firenze	ELE.C.TRA		117,026	2013	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Alternative fuels	Grant	Italy	Genova	ELE.C.TRA		106,518	2013	2013
IEE	Alternative fuels	Grant	Macedonia	Scopje	ELE.C.TRA		57,259	2013	2013
IEE	Alternative fuels	Grant	Croatia	Zagreb	ELE.C.TRA		73,464	2013	2013
IEE	Urban transport	Grant	Romania	Alba Iulia	ENERQI	1,632,372	39,563	2010	2013
IEE	Urban transport	Grant	United Kingdom	Lancashire	ENERQI		95,420	2010	2013
IEE	Urban transport	Grant	United Kingdom	London	EPOMM PLUS	1,983,652	132,450	2009	2012
IEE	Urban transport	Grant	Austria	Graz	GO PEDELEC!	1,530,774	36,301	2009	2012

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Germany	Stuttgart	GO PEDELEC!		77,397	2009	2012
IEE	Urban transport	Grant	The Netherlands	Utrecht	GO PEDELEC!		91,152	2009	2012
IEE	Urban transport	Grant	Italy	Perugia	GREEN POST	1,518,197	30,498	2007	2010
IEE	Alternative fuels	Grant	Sweden	Skane	MADEGASCAR	1,411,558	130,676	2007	2010
IEE	Alternative fuels	Grant	Poland	Swinoujscie	MAGALOG	1,257,745	17,498	2007	2008
IEE	Urban transport	Grant	Denmark	Aalborg	MIDAS	2,245,795	160,699	2006	2008
IEE	Urban transport	Grant	Italy	Bologna	MIDAS		155,114	2006	2008

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	France	Clermont-Ferrand	MIDAS		181,079	2006	2008
IEE	Urban transport	Grant	Ireland	Cork	MIDAS		170,626	2006	2008
IEE	Urban transport	Grant	United Kingdom	Liverpool	MIDAS		212,738	2006	2008
IEE	Urban transport	Grant	Romania	Suceava	MIDAS		34,297	2006	2008
IEE	Urban transport	Grant	Spain	Castilla Y Leon	MOBI-NET	847,256	45,747	2010	2013
IEE	Urban transport	Grant	Spain	Castilla Y Leon	MOMA.BIZ	1,228,327	178,587	2010	2013
IEE	Urban transport	Grant	Italy	Asti	MOMA.BIZ		29,126	2010	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Estonia	Tartu	MOMA.BIZ		93,434	2010	2013
IEE	Urban transport	Grant	Germany	Bremen	MOMO CAR-SHARING	2,268,942	392,080	2008	2011
IEE	Urban transport	Grant	Spain	Barcelona	MOMO CAR-SHARING		105,825	2008	2011
IEE	Urban transport	Grant	Spain	Barcelona	OBIS	1,467,647	83,442	2008	2011
IEE	Urban transport	Grant	Germany	Berlin	OBIS		34,868	2008	2011
IEE	Urban transport	Grant	United Kingdom	London	OBIS		13,555	2008	2011
IEE	Urban transport	Grant	France	Lyon	OBIS		25,835	2008	2011

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Germany	Bremen	PRESTO	1,841,566	58,245	2009	2012
IEE	Urban transport	Grant	France	Grenoble	PRESTO		111,262	2009	2012
IEE	Urban transport	Grant	Poland	Tczew	PRESTO		64,067	2009	2012
IEE	Urban transport	Grant	Italy	Venezia	PRESTO		129,525	2009	2012
IEE	Urban transport	Grant	Croatia	Zagreb	PRESTO		74,250	2009	2012
IEE	Urban transport	Grant	Hungary	Gyor	PRO.MOTION	1,836,449	20,226	2007	2010
IEE	Urban transport	Grant	Slovakia	Martin	PRO.MOTION		52,484	2007	2010

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Romania	Oradea	PRO.MOTION		1,751	2007	2010
IEE	Urban transport	Grant	Slovakia	Trnava	PRO.MOTION		18,345	2007	2010
IEE	Alternative fuels	Grant	Spain	Avila	PROBIO	949,070	75,196	2007	2009
IEE	Alternative fuels	Grant	Spain	Huelva	PROBIO		76,797	2007	2009
IEE	Alternative fuels	Grant	Slovenia	Promurje	PROBIO		60,165	2007	2009
IEE	Urban transport	Grant	United Kingdom	Bath	QUEST	1,999,119	24,708	2011	2013
IEE	Urban transport	Grant	Sweden	Gaevle	QUEST		27,316	2011	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Belgium	Gent	QUEST		13,922	2011	2013
IEE	Urban transport	Grant	Italy	Padova	QUEST		19,637	2011	2013
IEE	Urban transport	Grant	Spain	Donostia- San Sebastián	SNOWBALL	1,458,445	31,107	2006	2008
IEE	Urban transport	Grant	Germany	Ludwigsbury	SNOWBALL		69,067	2006	2008
IEE	Urban transport	Grant	Slovakia	Martin	SNOWBALL		33,082	2006	2008
IEE	Urban transport	Grant	Spain	San Fernando de Henares	SNOWBALL		38,007	2006	2008
IEE	Urban transport	Grant	Sweden	Stockholm	SNOWBALL		14,090	2006	2008

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Slovakia	Trnava	SNOWBALL		16,783	2006	2008
IEE	Urban transport	Grant	Italy	Verona	SNOWBALL		10,677	2006	2008
IEE	Urban transport	Grant	Slovakia	Zvolen	SNOWBALL		33,082	2006	2008
IEE	Urban transport	Grant	Spain	Barcelona	SPYCICLES	2,722,726	142,591	2005	2008
IEE	Urban transport	Grant	Sweden	Göteborg	SPYCICLES		221,542	2005	2008
IEE	Urban transport	Grant	Romania	Ploiesti	SPYCICLES		45,056	2005	2008
IEE	Urban transport	Grant	Italy	Rome	SPYCICLES		65,200	2005	2008

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Alternative fuels	Grant	Portugal	Lisbon	STARBUS	1,407,194	23,134	2006	2008
IEE	Alternative fuels	Grant	France	Paris	STARBUS		55,135	2006	2008
IEE	Urban transport	Grant	United Kingdom	Bristol	START	1,786,483	123,783	2007	2009
IEE	Urban transport	Grant	Sweden	Göteborg	START		299,892	2007	2009
IEE	Urban transport	Grant	Italy	Ravenna	START		76,911	2007	2009
IEE	Urban transport	Grant	Latvia	Riga	START		42,999	2007	2009
IEE	Urban transport	Grant	The Netherlands	Noordwijk	STARTER	1,273,965	125,715	2003	2005

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Austria	Werfenweng	STARTER		132,450	2003	2005
IEE	Alternative fuels	Grant	Austria	Graz	SUGRE	2,580,588	44,694	2006	2008
IEE	Urban transport	Grant	Spain	Donostia- San Sebastián	SWITCH	1,636,487	113,180	2003	2005
IEE	Urban transport	Grant	Poland	Gdansk	SWITCH		79,585	2003	2005
IEE	Urban transport	Grant	United Kingdom	London	SWITCH		99,760	2003	2005
IEE	Urban transport	Grant	Sweden	Borlange	TRAILBLAZER	1,944,014	80,283	2010	2013
IEE	Urban transport	Grant	Sweden	Eskilstuna	TRAILBLAZER		11,500	2010	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	United Kingdom	London	TRAILBLAZER		82,000	2010	2013
IEE	Urban transport	Grant	Sweden	Vaxjo	TRAILBLAZER		104,500	2010	2013
IEE	Urban transport	Grant	Italy	Vercelli	TRAILBLAZER		94,000	2010	2013
IEE	Urban transport	Grant	Croatia	Zagreb	TRAILBLAZER		69,000	2010	2013
IEE	Urban transport	Grant	United Kingdom	Cambridgeshire County	TRAVEL PLAN PLUS	999,103	103,972	2008	2011
IEE	Urban transport	Grant	Hungary	Gyor	TRAVEL PLAN PLUS		58,835	2008	2011
IEE	Urban transport	Grant	Ireland	Cork	TRENDY TRAVEL	1,898,052	142,849	2008	2010

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Slovakia	Martin	TRENDY TRAVEL		67,319	2008	2010
IEE	Urban transport	Grant	Romania	Oradea	TRENDY TRAVEL		4,737	2008	2010
IEE	Urban transport	Grant	Poland	Gdynia	YOUTH	886,290	27,744	2007	2009
IEE	Urban transport	Grant	Sweden	Östersund	ADORE IT	822,724	94,721	2008	2011
IEE	Alternative fuels	Grant	Bulgaria	Bellovo	Astwood	359,162	13,782	2006	2008
IEE	Urban transport	Grant	United Kingdom	Oxford	Bio-Sol-ESCo	1,083,298	10,131	2008	2011
IEE	Alternative fuels	Grant	Italy	Abetone	Bio-South	954,735	4,972	2006	2007

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Alternative fuels	Grant	Slovenia	Slovenska Bistrica	BuTK	657,637	15,678	2007	2009
IEE	Alternative fuels	Grant	Italy	Torino	City_Sec	1,175,920	37,384	2010	2013
IEE	Urban transport	Grant	Ireland	Cork	CYBER Display	1,747,065	31,777	2008	2011
IEE	Urban transport	Grant	United Kingdom	Bristol	CYBER Display		54,656	2008	2011
IEE	Urban transport	Grant	Portugal	Almada	CYBER Display		38,364	2008	2011
IEE	Urban transport	Grant	Italy	Udine	CYBER Display		49,781	2008	2011
IEE	Urban transport	Grant	United Kingdom	Borough of Milton Keynes	CYBER Display		59,004	2008	2011

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Italy	Salerno	CYBER Display		49,125	2008	2011
IEE	Urban transport	Grant	France	Lille	CYBER Display		35,466	2008	2011
IEE	Urban transport	Grant	Italy	Ancona	EASY	616,296	72,500	2007	2009
IEE	Urban transport	Grant	Greece	Thessaloniki	EASY		59,594	2007	2009
IEE	Urban transport	Grant	Spain	Villa Real	EASY		48,400	2007	2009
IEE	Urban transport	Grant	Italy	Venezia	ECHO ACTION	1,374,942	51,585	2006	2009
IEE	Urban transport	Grant	Sweden	Karlstads	ECHO ACTION		44,028	2006	2009

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Italy	Bologna	ECHO ACTION		29,370	2006	2009
IEE	Urban transport	Grant	Italy	Capannori	ECHO ACTION		19,616	2006	2009
IEE	Urban transport	Grant	The Netherlands	Heerlen	ECOLISH	1,289,974	79,560	2006	2009
IEE	Urban transport	Grant	Latvia	Ogre	ECOLISH		13,199	2006	2009
IEE	Urban transport	Grant	Hungary	Pecsvarad	ECOLISH		13,209	2006	2009
IEE	Alternative fuels	Grant	United Kingdom	Leicester	ECO N' HOME	1,160,108	49,238	2006	2008
IEE	Urban transport	Grant	Ireland	Waterford	ECRPD	1,742,339	81,783	2007	2009

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Spain	Sabadell	EINSTEIN	927,000	21,636	2007	2009
IEE	Urban transport	Grant	Italy	Casale Monferrato	ENPIRE	1,068,441	11,974	2008	2009
IEE	Urban transport	Grant	The Netherlands	Breda	ENPIRE		26,768	2008	2009
IEE	Urban transport	Grant	Norway	Oslo	E-Street	1,083,846	42,285	2006	2008
IEE	Urban transport	Grant	Sweden	Göteborg	E-Street		32,370	2006	2008
IEE	Urban transport	Grant	Sweden	Dals-Eds	INNOVATIVE THINKING	879,899	41,648	2006	2009
IEE	Urban transport	Grant	Sweden	Tanum	INNOVATIVE THINKING		31,288	2006	2009

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	United Kingdom	Swindon Borough	INNOVATIVE THINKING		15,140	2006	2009
IEE	Urban transport	Grant	Ireland	Dublin	MINUS 3%	1,012,073	64,843	2008	2011
IEE	Urban transport	Grant	Austria	Graz	MINUS 3%		36,245	2008	2011
IEE	Urban transport	Grant	Slovenia	Maribor	MINUS 3%		39,316	2008	2011
IEE	Urban transport	Grant	Slovakia	Malacky	MINUS 3%		22,029	2008	2011
IEE	Urban transport	Grant	Italy	Foligno	NEC	486,163	27,449	2006	2007
IEE	Urban transport	Grant	Romania	Brasov	NEC		10,445	2006	2007

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Germany	Munchen	Polis	1,108,874	63,473	2009	2012
IEE	Urban transport	Grant	Spain	Vitoria-Gasteiz	Polis		49,490	2009	2012
IEE	Urban transport	Grant	France	Paris	Polis		57,826	2009	2012
IEE	Urban transport	Grant	Romania	Oradea	PRO.MOTION	1,836,449	1,751	2007	2010
IEE	Urban transport	Grant	Hungary	Gyor	PRO.MOTION		20,226	2007	2010
IEE	Urban transport	Grant	Slovakia	Martin	PRO.MOTION		52,484	2007	2010
IEE	Urban transport	Grant	Slovakia	Trnava	PRO.MOTION		18,345	2007	2010

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Slovenia	Murska Sobota	PRO.MOTION		40,679	2007	2010
IEE	Urban transport	Grant	Spain	Donostia- San Sebastián	Quest	1,999,119	46,592	2011	2013
IEE	Urban transport	Grant	Belgium	Gent	Quest		13,922	2011	2013
IEE	Urban transport	Grant	Italy	Padova	Quest		19,637	2011	2013
IEE	Urban transport	Grant	Sweden	Gaevle	Quest		27,316	2011	2013
IEE	Urban transport	Grant	United Kingdom	Bath	Quest		24,708	2011	2013
IEE	Urban transport	Grant	United Kingdom	London Borough of Hounslow	Segment	1,727,563	317,067	2010	2013

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
IEE	Urban transport	Grant	Bulgaria	Sofia	Segment		137,584	2010	2013
IEE	Urban transport	Grant	The Netherlands	Utrecht	Segment		174,205	2010	2013
IEE	Urban transport	Grant	Poland	Gdynia	Segment		24,177	2010	2013
IEE	Urban transport	Grant	Lithuania	Vilnius	STREAM	820,927	29,878	2006	2009
IEE	Urban transport	Grant	Cyprus	Aglantzia	T.AT	946,755	43,512	2007	2010
IEE	Urban transport	Grant	Portugal	Leiria	T.AT		44,258	2007	2010
LIFE	Urban transport	Grant	Italy	Lucca	CEDM - Centre for Eco-Friendly City Freight Distribution	1,423,204	711,602	01/09/2005	30/04/2008

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
LIFE	Urban transport	Grant	Austria	Bruneck	CMA+ - PM10 reduction by the application of liquid Calcium-Magnesium Acetate (CMA)	2,720,033	448,322	01/01/2009	30/09/2012
LIFE	Urban transport	Grant	Austria	Klagenfurt	CMA+ - PM10 reduction by the application of liquid Calcium-Magnesium Acetate (CMA)		448,322	01/01/2009	30/09/2012
LIFE	Urban transport	Grant	Austria	Lienz	CMA+ - PM10 reduction by the application of liquid Calcium-Magnesium Acetate (CMA)		448,322	01/01/2009	30/09/2012
LIFE	Urban transport	Grant	Italy	Bologna	FREEWAY - Demonstrating the reduction of greenhouse gases and air pollution through a homeostatic mobility planning aiming at road traffic balancing	1,599,348	767,174	01/10/2004	31/03/2007
LIFE	Urban transport	Grant	Austria	Graz	GOAL - Graz: Noise and emission reduction through the promotion of alternative means of transport for the citizens personal well-being	1,012,757	504,474	01/01/2001	01/01/2003
LIFE	Urban transport	Grant	Italy	Firenze	H.U.S.H. - Harmonization of Urban noise reduction Strategies for Homogeneous action plans	1,827,154	756,815	01/01/2010	30/06/2013

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LIFE	Alternative fuels	Grant	Italy	Perugia	H2POWER - H2POWER_Hydrogen in fuel gas	1,440,205	633,943	01/09/2010	30/10/2013
LIFE	Urban transport	Grant	Austria	Klagenfurt	KAPA GS - Klagenfurt's Anti-PM 10 Action Programme in co-operation with Graz and the South-Tyrol	4,058,686	1,826,193	01/07/2004	30/09/2007
LIFE	Urban transport	Grant	Italy	Palermo	MedClima - Climate Alliance for Mediterranean Cities	892,942	220,864	01/11/2002	30/10/2005
LIFE	Urban transport	Grant	Slovenia	Slovenska Bistrica	MedClima - Climate Alliance for Mediterranean Cities		220,864	01/11/2002	30/10/2005
LIFE	Urban transport	Grant	Spain	Cuenca	P.A.A.S.A. CUENCA - Cuenca Municipal Action Plan for Sustainable Environmental Acoustics	566,387	265,193	01/01/2010	30/06/2012
LIFE	Urban transport	Grant	Spain	Soria	People CO2Cero - Mobilization and empowerment of citizens and stakeholders in the custody and promotion of the urban environment in the city of Soria	723,552	361,776	01/09/2011	31/12/2013
LIFE	Urban transport	Grant	Italy	Novara	RAVE - The Green Ray of Novara	4,324,532	1,060,000	01/12/2002	01/12/2005

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
LIFE	Urban transport	Grant	Italy	Rome	ROMAPERKYOTO - Realization of Rome's Action Plan to achieve the Kyoto's Protocol objective of Green House Gas Reduction	2,285,250	1,085,125	01/10/2004	30/09/2008
LIFE	Urban transport	Grant	Austria	Klagenfurt	SPAS - Sound and Particle Absorbing System	2,484,067	1,204,533	01/10/2006	31/12/2009
LIFE	Urban transport	Grant	Romania	Oradea	VOTE FOR BICYCLE - Vote for bicycle, vote for a cleaner city	967,104	328,078	01/09/2001	31/08/2004
TEN-T	Urban transport	Grant	Spain	Barcelona	Adaptation of the Port of Barcelona railway network to standard (UIC) gauge	10,000,000	1,000,000	01/04/2012	01/06/2013
TEN-T	Urban transport	Grant	Finland	Helsinki	Completing the Finnish road network	70,110,000	7,790,000	30/11/2008	31/12/2009
TEN-T	Urban transport	Grant	Finland	Turku	Completing the Finnish road network		7,790,000	30/11/2008	31/12/2009
TEN-T	Urban transport	Grant	Sweden	Göteborg	E 6.21 Marieholm Tunnel	4,280,000	2,140,000	30/06/2009	30/11/2010

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FINANCIAL TOOL	PROJECT TYPOLOGY	TYPE OF FINANCIAL TOOL	COUNTRY	CITY	PROJECT	TOTAL AMOUNT	SUPPORT RECEIVED	YEAR FROM	YEAR TO
TEN-T	Urban transport	Grant	Sweden	Göteborg	E 6.21 Partihall Connection	162,960,000	16,296,000	30/05/2009	31/12/2011
TEN-T	Urban transport	Grant	Sweden	Malmö	Going underground to provide improved rail capacity: Malmö Cutytunnel	542,000,000	51,830,000	31/01/2007	31/12/2011
TEN-T	Urban transport	Grant	Italy	Torino	Improving Torino's train services	249,500,000	49,960,000	31/05/2009	31/12/2011
TEN-T	Urban transport	Grant	Italy	Venezia	Ramping up rail terminal facilities at the Port of Venice	9,000,000	900,000	30/09/2007	31/07/2012
TEN-T	Urban transport	Grant	France	Dunkirk	Reducing road congestion near the Port of Dunkirk	10,050,000	1,005,000	31/12/2009	31/12/2011

Annex II Details of consultations

Targeted consultation

Ex Post Evaluation EU Financial Instruments

1. Which of the following EU financial instruments have you benefitted from?		
Answer Options	Response Percent	Response Count
Framework Programmes for Research and Innovation	15.0%	3
Framework Programmes for Research and Innovation	40.0%	8
Framework Programmes for Research and Innovation	80.0%	16
LIFE Programme	20.0%	4
Intelligent Energy Europe (IEE): Energy in Transport	40.0%	8
Cohesion Funds	0.0%	0
European Regional Development Fund (ERDF)	30.0%	6
EIB (European Investment Bank) instruments	5.0%	1
TEN-T	5.0%	1
Other (please specify)		6
<i>answered question</i>		20
<i>skipped question</i>		22

2. In which of the following urban transport areas was EU funding used?		
Answer Options	Response Percent	Response Count
Collective Passenger Transport	75.0%	15
Clean Fuels and Vehicles	75.0%	15
Demand Management Strategies	35.0%	7
Urban Freight Logistics	35.0%	7
Car-Independent Lifestyles	40.0%	8
Integrated Planning	25.0%	5
Mobility Management	55.0%	11
Public Involvement	35.0%	7
Safety and Security	25.0%	5
Transport Telematics	45.0%	9
Infrastructures	20.0%	4
<i>answered question</i>		20
<i>skipped question</i>		22

According to the answer provided above please, describe the specific targeted area	
Answer Options	Response Count
	14
<i>answered question</i>	14
<i>skipped question</i>	28

3. Which project phase(s) was supported by EU funding?		
Answer Options	Response Percent	Response Count
Research stage	45.0%	9
Problem analysis	45.0%	9
Feasibility	50.0%	10
Pilot or demonstration stage	85.0%	17
Implementation	40.0%	8
<i>answered question</i>		20
<i>skipped question</i>		22

4. Who were the main beneficiaries of EU funding?		
Answer Options	Response Percent	Response Count
Public administration	76.2%	16
Public transport operators	66.7%	14
Private transport operators	14.3%	3
Private organisations/consultant	9.5%	2
Associations/networks	14.3%	3
SME	28.6%	6
Research Institutes	33.3%	7
Academia/Universities	42.9%	9
Other (please specify)		1
<i>answered question</i>		21
<i>skipped question</i>		21

5. Was your city facing major unsustainable urban mobility conditions?		
Answer Options	Response Percent	Response Count
Absolutely	13.6%	3
Yes	22.7%	5
Partly	40.9%	9
No	22.7%	5
<i>answered question</i>		22
<i>skipped question</i>		20

5a. If you answered yes, please provide a short description of these unsustainable conditions

Answer Options	Response Count
	9
<i>answered question</i>	9
<i>skipped question</i>	33

6. Did you benefit from one or more EU financial support for sustainable urban mobility and/or the use of alternative fuels in your city?

Answer Options	Response Percent	Response Count
Yes	69.4%	25
No	30.6%	11
<i>answered question</i>		36
<i>skipped question</i>		6

Project 1

Answer Options	Response Count
	11
<i>answered question</i>	11
<i>skipped question</i>	31

Project 1: Relevance 7. Were the objectives of the project(s) and/or initiative(s) supported by the EU in line with existing local mobility

Answer Options	Response Percent	Response Count
Yes	92.3%	12
Somewhat	0.0%	0
Not fully	7.7%	1
No	0.0%	0
<i>answered question</i>		13
<i>skipped question</i>		29

Please specify

Answer Options	Response Count
	10
<i>answered question</i>	10
<i>skipped question</i>	32

7.a (if Yes/Somewhat) To what extent has EU financial support helped achieve the objectives/targets of these strategies or plans?		
Answer Options	Response Percent	Response Count
It was absolutely essential	30.8%	4
It was very helpful	61.5%	8
It was somewhat helpful	7.7%	1
It did not help at all	0.0%	0
<i>answered question</i>		13
<i>skipped question</i>		29

7.b (If somewhat/no) Please explain the main reasons why not:	
Answer Options	Response Count
	3
<i>answered question</i>	3
<i>skipped question</i>	39

7.c (If somewhat/no) Could you suggest possible adjustments/solutions?	
Answer Options	Response Count
	3
<i>answered question</i>	3
<i>skipped question</i>	39

Project 1: Effectiveness 8. Did EU financial support prove appropriate to the objectives of improving urban mobility conditions and the use of		
Answer Options	Response Percent	Response Count
Very appropriate	69.2%	9
Somewhat appropriate	30.8%	4
Not appropriate enough	0.0%	0
Not at all appropriate	0.0%	0
<i>answered question</i>		13
<i>skipped question</i>		29

9. Has EU financial support been effective in providing incentives to local beneficiaries?		
Answer Options	Response Percent	Response Count
Absolutely	58.3%	7
Yes	41.7%	5
Partly	0.0%	0
No	0.0%	0
<i>answered question</i>		12
<i>skipped question</i>		30

9a. (If yes) Can you specify how local beneficiaries benefitted from incentives?	
Answer Options	Response Count
	10
<i>answered question</i>	10
<i>skipped question</i>	32

9.b (If partly/no) How so?	
Answer Options	Response Count
	2
<i>answered question</i>	2
<i>skipped question</i>	40

10. Which objectives were achieved and to what extent? (If you aware of quantitative targets reached, e.g. % share of reduced emissions, please indicate for each type of impact)					
Answer Options	Very much improved	Slightly improved	No change	I don't know	Response Count
modal split	3	6	1	1	11
air quality	3	8	0	1	12
congestion	3	6	1	1	11
use of alternative fuels and vehicles	6	5	1	1	13
road safety	2	6	2	1	11
efficiency of urban logistics	2	5	4	1	12
deployment of ITS	6	2	2	1	11
mobility management	5	4	1	1	11
noise pollution	2	5	2	2	11
				<i>answered question</i>	13
				<i>skipped question</i>	29

11. Did the range of beneficiaries help achieve the objectives?		
Answer Options	Response Percent	Response Count
Absolutely	53.8%	7
Yes	46.2%	6
Partly	0.0%	0
No	0.0%	0
	<i>answered question</i>	13
	<i>skipped question</i>	29

11.a (If partly/no) Why not?	
Answer Options	Response Count
	1
<i>answered question</i>	1
<i>skipped question</i>	41

12. Did conditions encourage the participation of SMEs?		
Answer Options	Response Percent	Response Count
Absolutely	23.1%	3
Yes	38.5%	5
Partly	23.1%	3
No	15.4%	2
<i>answered question</i>		13
<i>skipped question</i>		29

12b. (If partly/no) Why not?	
Answer Options	Response Count
	6
<i>answered question</i>	6
<i>skipped question</i>	36

13. Where expectations were not met, what factors hindered the achievement of objectives?		
Answer Options	Response Percent	Response Count
Political pressure	23.1%	3
Institutional/regulatory constrains	38.5%	5
Social resistance	7.7%	1
Financial limitations	30.8%	4
Technical complications	0.0%	0
<i>answered question</i>		13
<i>skipped question</i>		29

13a. Please elaborate	
Answer Options	Response Count
	9
<i>answered question</i>	9
<i>skipped question</i>	33

Project 1: Efficiency 14. Were the outputs and effects of the project(s) and/or initiative(s) supported by the EU achieved in a cost-effective way?		
Answer Options	Response Percent	Response Count
Yes	91.7%	11
Somewhat	8.3%	1
Not fully	0.0%	0
No	0.0%	0
<i>answered question</i>		12
<i>skipped question</i>		30

14.a (If not fully/no) Why not?	
Answer Options	Response Count
	2
<i>answered question</i>	2
<i>skipped question</i>	40

15. At what stage did EU funding most efficiently achieve individual objectives?		
Answer Options	Response Percent	Response Count
The research stage	23.1%	3
Problem analysis	15.4%	2
Feasibility	0.0%	0
The pilot or demonstration stage	61.5%	8
Implementation	38.5%	5
<i>answered question</i>		13
<i>skipped question</i>		29

16. Which actors did EU funding most efficiently achieve individual objectives?		
Answer Options	Response Percent	Response Count
Public administration	61.5%	8
Public transport operators	84.6%	11
Private transport operators	15.4%	2
Private organisations/consultant	15.4%	2
Associations/networks	15.4%	2
SMEs	23.1%	3
Research institutes	23.1%	3
Academia/universities	30.8%	4
Other (please specify)		0
<i>answered question</i>		13
<i>skipped question</i>		29

17. Based on available evidence or good practice, could the same results have been achieved with less funding?		
Answer Options	Response Percent	Response Count
Absolutely	16.7%	2
Yes	0.0%	0
Partly	33.3%	4
No	50.0%	6
<i>answered question</i>		12
<i>skipped question</i>		30

17a. (If absolutely yes/yes) Why?	
Answer Options	Response Count
	2
<i>answered question</i>	2
<i>skipped question</i>	40

Project 1: European value added 18. Did you participate in EU funded initiatives aimed at sharing experiences and/or knowledge exchange		
Answer Options	Response Percent	Response Count
Yes	84.6%	11
No	15.4%	2
	<i>answered question</i>	13
	<i>skipped question</i>	29

18a. (If yes) Please specify	
Answer Options	Response Count
	10
<i>answered question</i>	10
<i>skipped question</i>	32

19. Did you benefit from other cities experiences?		
Answer Options	Response Percent	Response Count
Yes	84.6%	11
No	15.4%	2
	<i>answered question</i>	13
	<i>skipped question</i>	29

18a. (If yes) Please specify	
Answer Options	Response Count
	9
<i>answered question</i>	9
<i>skipped question</i>	33

Project 1: Coherence 20. (If more than one project was EU funded, answer n°10) You have benefited from more than one EU financial support for sustainable urban mobility and/or the use of alternative fuels in your city. To what extent					
Answer Options	Absolutely yes	Yes	Partly	No	Response Count
They produced synergetic effects	5	4	1	2	12
They produced conflicting results	1	1	0	9	11
				<i>answered question</i>	12
				<i>skipped question</i>	30

20a. If they produced conflicting results, please specify what these were:

Answer Options	Response Count
	1
<i>answered question</i>	1
<i>skipped question</i>	41

21. Did you benefit from other EU financial support and non-EU initiatives/interventions in the following fields?

Answer Options	Response Percent	Response Count
Transport systems (non urban)	11.1%	1
Environment	66.7%	6
Climate change	22.2%	2
Research and development	33.3%	3
Energy	66.7%	6
Enterprise policy	22.2%	2
Other (please specify)		2
	<i>answered question</i>	9
	<i>skipped question</i>	33

22. How well did EU financial support work with, or complement to other EU and non-EU initiatives/interventions with complementary objectives?

Answer Options	Very well	Well	Partly well	Not well at all	Response Count
Transport systems (No urban dimension)	4	0	1	0	5
Environment	4	4	1	0	9
Climate change	4	3	1	0	8
Research and development	4	2	1	1	8
Energy	4	5	0	0	9
Enterprise policy	2	4	1	0	7
Other	2	1	1	0	4
				<i>answered question</i>	10
				<i>skipped question</i>	32

22a. If you responded "Not well at all", please provide details:

Answer Options	Response Count
	2
<i>answered question</i>	2
<i>skipped question</i>	40

Project 1: Sustainability 23. Was/were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. post EU funding, in terms of:

Answer Options	Absolutely	Yes	Partly	No	Response Count
Environmental sustainability	7	3	0	0	10
Social sustainability	4	5	1	0	10
Physical and operational sustainability	3	6	2	0	11
Organisational sustainability	4	5	2	0	11
Institutional and regulatory sustainability	4	4	1	1	10
Economic sustainability	3	4	3	0	10
				<i>answered question</i>	12
				<i>skipped question</i>	30

24. What were the main factors leading to sustainability?

Answer Options	Response Count
	11
<i>answered question</i>	11
<i>skipped question</i>	31

25. What were the main barriers hampering sustainability?

Answer Options	Response Count
	10
<i>answered question</i>	10
<i>skipped question</i>	32

Do you have other projects?

Answer Options	Response Percent	Response Count
Yes	57.9%	11
No	42.1%	8
	<i>answered question</i>	19
	<i>skipped question</i>	23

Contact list for sending the targeted questionnaire

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France	Grenoble	PT operator				C.BILLION-GRAND@semitag.fr
France	Grenoble	PT operator				d.demeulenaere@s

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France	Grenoble	PT operator				mathieu.pichet@semitag.fr;
Germany	Halle/Saale	PT operator	Hallesche Verkehrs-AG			presse@havag.com
	Hamburg					-
Germany	Hamburg	PT operator	Hamburger Hochbahn AG			info@hochbahn.de
Germany	Hannover	PT operator	RegioBus Hannover GmbH			info@regiobus.de
Germany	Hannover	PT operator	üstra Hannoversche Verkehrsbetriebe AG			internet@uestra.de
Sweden	Hässleholm	PT operator	Skånetrafiken	President: Gösta Ahlberg		info@skanetrafikn.se
Germany	Heidelberg	PT operator	HVV - Heidelberger Versorgungs- und Verkehrsbetriebe GmbH			info@hvv-heidelberg.de
Sweden	Helsingborg	PT operator	Helsingborgs stad	President: Victoria Johansson		tekniska.forvaltningen@helsingborg.se
Finland	Helsinki	Municipality	Helsinki Metropolitan Area Council (YTV)	Niilo Jarviluoma	Director of Transport	niilo.jarviluoma@ytv.fi
Sweden	Högsby	PT operator	Kalmar Läns Trafik AB	President: Karl-Johan Bodell		klt@klt.se
	Iasi					-
Italy	Iesi	Municipality	Iesi Municipality	Cardinaletti Marco		marco.cardinaletti@comune.ancona.it
Spain	Jerez de la frontera	Municipality		Sra. Dña. Pilar de la TORRE GARCÍA-PELAYO	COLLABORAT RICE Instituto de Promoción y Desarrollo de la Ciudad	pilar.delatorre@aytojerez.es
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Sweden	Karlskrona	PT operator	Blekingetrafiken	President: Hans Jonasson		info@blekingetrafiken.se
Germany	Karlsruhe	PT operator	Verkehrsbetriebe Karlsruhe GmbH			info@vbk.karlsruhe.de
Sweden	Karlstad	PT operator	Karlstadsbuss	President: Sören Bergerland		karlstadsbuss@karlstad.se
Germany	Kassel	PT operator	Kasseler Verkehrs-Gesellschaft Aktiengesellschaft			kvg@kvg.de
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Germany	Köln	Municipality		Barbara Mohlendick		barbara.moehlendick@stadt-koeln.de
Germany	Köln	PT operator	Kölner Verkehrs-Betriebe AG			Franz-Wolf.Ramien@kvb-koeln.de
Poland	Krakow	Municipality	Municipality of Krakow	Trzmiel Tadeusz	Deputy Mayor of Krakow	hauptiz@um.krakow.pl
Poland	Krakow	Municipality	KRAKOW - MUNICIPALITY OF KRAKOW	JOZEFA KESEK	V-CE DIRECTOR OF DEPARTMENT OF MUNICIPAL SERVICES AND ENVIRONMENTAL PROTECTION	kesejko@um.krakow.pl

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Sweden	Kramfors	PT operator	Västernorrlands läns Trafik AB	President: Christine Högberg		info@dintur.se
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France	La Rochelle	Municipality	Ville de La Rochelle	Jacques MOLLARD	Directeur Général des Services Techniques	jacques.mollard@agglomero-larochelle.fr
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Germany	Leipzig	PT operator	Leipziger Verkehrsbetriebe (LVB) GmbH			info@lvb.de
Spain	Leon	Municipality		Sra. Begoña GÓNZALO ORDEN	Técnica de Promoción Económica y Asuntos Europeos	urbanismo.bgo@aytoleon.com
France	Lille	Municipality	Lille Metropole Communauté Urbaine	Sabine Germe	European Affairs Officer	sgerme@cul-lille.fr
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France	Limoges	PT operator				jerome.gabilloux@equival38.fr
France	Limoges	PT operator				loic.blandin@stcl.fr
Sweden	Linköping	PT operator	Östgötatrafiken, AB	President: Leif Johanson		ostgotatrafiken@ostgotatrafiken.se
Portugal	Lisbon	Municipality		Dra. Marina FERREIRA	Transport et accessibilité	gab.presidencia@cm-lisboa.pt
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UK	Liverpool	Municipality		Mr Martin Eyres	Head of European Programmes	martin.eyres@liverpool.gov.uk
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France	Lorient	Municipality		M. J.F. RAULT M. J.M. MAISONS	Transport et accessibilité	jfrault@agglo-orient.fr jm.maisons@audeloir.com
Italy	Lucca	Municipality	Lucca Municipality	Mauro Baccarini		mbaccarini@comune.lucca.it
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Sweden	Lycksele	PT operator	Länstrafiken i Västerbotten AB	President: Maria Högländer		brev@lanstrafikeni.ac.se
Spain	Madrid	Municipality	Madrid City Council	Ana-Maria Pardeiro-Pertega	Technical Advisor - UPM	ampardeiro@caminos.upm.es
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Italy	Messina	Municipality	Assessorato Mobilità	Arturo Alonci	Assessore	arturo.alonci@comune.messina.it
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France	Metz	PT operator				jeanyves.rouget@crm-metz.fr
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Italy	Milano	Municipality	Assessore mobilità	Edoardo Croci	Assessore	assessore.croci@comune.milano.it
Italy	Milano	PT operator	ATM S.p.A.	Roberto Massetti	Director Generale	direzionegenerale@atm-mi.it
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Italy	Modena	PT operator	ATCM Modena	Arch. Claudio Cerioli	Director	cerioli@atcm.mo.it
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France	Montpellier	PT operator				thierry.henaff@tam-way.com ;
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Italy	Napoli	Municipality	Assessorato Mobilità	Gennaro Mola	Assessore	assessorato.mobilita@comune.napoli.it
Italy	Napoli	Municipality	Napoli Municipality	Giuseppe D'Alessio		giuseppe.dalessio@comune.napoli.it
Italy	Napoli	PT operator	ANM S.p.A.	ing. Riccardo Motti	Manager direzione tecnica	direzione generale@anm.it
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Sweden	Norrköpings	PT operator	Norrköpings Kommun	President: Jonas Bruce		jonas.bruce@norrkopings.se
UK	Norwich	Municipality	Norwich City Council	Andy Watt	Head of transportation policy	andywatt@norwich.gov.uk
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Germany	Nürnberg	PT operator	Verkehrsverbund Großraum Nürnberg GmbH			info@vgn.de
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France	Orléans	PT operator				alexandre.guilmot@transdev.fr
France	Orléans	PT operator				andre.magnon-pujo@semtao.fr
France	Orléans	PT operator				eric.labartette@semtao.fr ;
Sweden	Östersund	PT operator	Länstrafiken i Jämtlands Län AB	President: Nils Harvard		lanstrafiken@lanstrafiken-z.se
Sweden	Överkalix	PT operator	Länstrafiken i Norrbotten AB	President: Conny Strand		lanstrafiken@ltnbd.se
Italy	Padova	Municipality	Assessorato Mobilità	Ivo Rossi	Assessore	ivo.rossi@comune.padova.it ; rossii@comune.padova.it
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Italy	Padova	PT operator	Aps mobilità	lorenzo sabbion	President	rfinesso@acap.it ; rbettella@acap.it
Italy	Palermo	Municipality	Direzione generale	dott. Gaetano Lo Cicero	Direttore generale	direzionegenerale@comune.palermo.it
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Italy	Parma	Municipality	Parma Municipality	Gabriele Folli		folli@comune.parma.it
Italy	Parma	PT operator	TEP Parma	Ing. MAURO PIAZZA	Director Tecnico	m.piazza@tep.prim.it
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Italy	Piacenza	PT operator	TEMPI Piacenza	Ing. FRANCO BOERI	Director Generale	fboeri@tempi.piacenza.it
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Italy	Prato	Municipality	Prato Municipality	Gerarda Del Reno		g.delreno@comune.prato.it
UK	Preston	Municipality	Preston - Lancashire County Council	Jean-Marie	County Councillor	jean.yates@cc.lancsc.gov.uk
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Sweden	Stockholm	Municipality	City of Stockholm	Jonas Ericson	Trendsetter local manager	jonas.ericson@miljo.stockholm.se
Sweden	Stockholm	Municipality	Stockholm - Traffic department	Lars-Göran Jansson	Qualified investigator	lars-goran.jansson@tk.stockholm.se
Sweden	Stockholm	PT operator	Storstockholms Lokaltrafik, AB	President: Ingemar Ziegler		forum@sl.se
Sweden	Stockholm	PT operator	Stockholms Läns Landsting	Sven-Inge Nylund		rtk@rtk.sll.se
Sweden	Stockholm	PT operator	Stockholms Läns Landsting	President: STelelan Hellqvist		sTelelan.hellqvist@ftjn.sll.se
France	Strasbourg	PT operator				acpalud@cts-strasbourg.fr
France	Strasbourg	PT operator				cmessner@cts-strasbourg.fr
France	Strasbourg	PT operator				jfsoulet@cts-strasbourg.fr
France	Strasbourg	PT operator				jmkuntz@cts-strasbourg.fr
France	Strasbourg	PT operator				nroser@cts-strasbourg.fr
France	Strasbourg	PT operator				slasfargue@cts-strasbourg.fr
France	Strasbourg	PT operator				xdescamps@cts-strasbourg.fr
Germany	Stuttgart	Municipality	Stuttgart - Municipality	Regina Lüdert	Project Manager	regina.luedert@stuttgart.de
Germany	Stuttgart	PT operator	Regional Bus Stuttgart GmbH			info@rbs-bus.de
Germany	Stuttgart	PT operator	Stuttgarter Straßenbahn AG			service@mail.ssb-ag.de
Romania	Suceava	Municipality	Suceava Municipality	Dan Dura	Project Coordinator	dandura@primaria.sv.ro
Estonia	Tallinn	Municipality	Tallinn Transport Dpt	Eno Saar	Director	eno.saar@tallinnlv.ee
Estonia	Tallinn	Municipality	Tallinn Transport Dpt	Hannus Gunnar		gunnar.hannus@tallinnlv.ee
Italy	Torino	Municipality	Assessorato Trasporti e Viabilità	Maria Grazia Sestero	Assessore	mariangela.ferrero@comune.torino.it

Country	City	Tipology	Institute	Name	Function	E-mail
Italy	Torino	PT operator	GTT S.p.A.	dott. Giancarlo Guiati	President	-
France	Toulouse	Municipality	Toulouse, Communauté d'agglomération du grand toulouse	Richard Reclus	Vice Director Economical Development	r.reclus@grandtoulouse.org
France	Toulouse	PT operator	Toulouse - TISSEO SMTC	Alexandre Blaquiere	European Projects Manager	alexandre.blaquiere@smtcat.fr
France	Toulouse	PT operator	Toulouse - TISSEO SMTC	Patrick Van Egmond	European Projects Officer	patrick.vanegmond@smtcat.fr
France	TRCA	PT operator				daniel.audibert@trandsdev.fr
Italy	Treviso	Municipality	Treviso Municipality	Michela Mingardo		michela.mingardo@comune.treviso.it
Italy	Trieste	Municipality	Assessorato Mobilità e traffico	Maurizio Bucci	Assessore	maurziobucci@comune.trieste.it
Italy	Trieste	PT operator	TT S.p.A.	dott. Dario FISCHER	President	mail@triestetrasporti.it
Italy	Trieste	PT operator	TT S.p.A.	dott. Pier Giorgio LUCCARINI	Director	mail@triestetrasporti.it
Norway	Trodheim	Municipality		Tore Hoven		tore.hoven@vegvesen.no
France	Troyes	PT operator				antonio.ramirez@trandsdev.fr
Italy	Udine	Municipality	Udide Municipality	Enrico Pizza		enrico.pizza@comune.udine.it
Italy	Udine		Udide Municipality	Barbara Gentilini		barbara.gentilini@comune.udine.it
Italy	Umbertide	Municipality	Umbertide Municipality	Gabriele Tacchia		g.tacchia@comune.umbertide.pg.it
Sweden	Uppsala	PT operator	Upplands Lokaltrafik AB	President: Klas Wählberg		ul@ul.se
Spain	Valencia	PT operator	Entitat de Transport Metropolitana de Valencia	José Molto		jose.molto@etmvalencia.es
France	Valenciennes	PT operator				georges.lallart@trandsvilles.fr
France	Valenciennes	PT operator				marc.thoraud@trandsvilles.fr
France	Valenciennes	PT operator				pascale.visse@trandsvilles.fr

Country	City	Tipology	Institute	Name	Function	E-mail
	es					svilles.fr
France	Valenciennes	PT operator				thierry.delierre@trainsvilles.fr ;
Sweden	Västerås	PT operator	Västmanlands Lokaltrafik AB	President: Lars Mattsson		lt.vastmanland@lanstrafiken.se
Sweden	Växjö	PT operator	Länstrafiken Kronoberg	President: Thomas Nilsson		kansliet@lanstrafiken.se
Italy	Venezia	Municipality	Assessorato Mobilità	Enrico Mingardi	Assessore	assessore.mingardi@comune.venezia.it
Italy	Venezia	Municipality	Direzione Mobilità	Franco Fiorin	Direttore	franco.fiorin@comune.venezia.it
Italy	Venezia		Venezia Municipality	Alessandro Ruta		alessandro.ruta@comune.venezia.it
Italy	Venezia		Venezia Municipality	Enrico Tonello		enrico.tonello@comune.venezia.it
Italy	Venezia	PT operator	ACTV S.p.A.	Marcello Panettoni	President	presidenza@actv.it
Italy	Venezia	PT operator	ACTV S.p.A.	Ing. Maurizio Castagna	Director	segreteria.direzione@actv.it
Italy	Verona	Municipality	Ufficio Mobilità Urbana	Ing. Giorgio Zanoni	Direttore	giorgio_zanoni@comune.verona.it
Italy	Verona	Municipality	segreteria sindaco			sindaco@comune.verona.it
Italy	Verona	PT operator	ATV S.r.l.	dott. Luciano Marchioli	Director	info@amt.it
Italy	Verona	PT operator	ATV S.r.l.	Ing Mario Peruzzi	President	info@amt.it
Austria	Vienna	Municipality	City of Vienna	Rudolf Schicker	Executive City Councillor for Urban Development, Traffic and Transport	rudolf.schicker@sv.magwien.gv.at
Spain	Vigo	Municipality		Sra. Dña. Pilar EGEA	Jefa de Gabinete de la Alcaldesa	pilar.egea@vigo.org albino.rodriguez@vigo.org
Lithuania	Vilnius	PT operator	Susisiekimo Paslaugos (SP)	Vaidotas Antanavicius		vaidotas.antanavicius@vilniustransport.lt

Country	City	Tipology	Institute	Name	Function	E-mail
Sweden	Visby	PT operator	Gotlands kommun	President: Per-Arne Jonsson		goran.lorehn@tf.gotland.se
Portugal	Viseu	Municipality		Sr. Dr. Joaquim Américo CORREIA NUNES	Transport et accessibilité	americo.nunes@c mviseu.pt
Poland	Warsaw	PT operator	Zarząd Transportu Miejskiego	Przemysław Pradzyński		ztm.pm@ztm.waw.pl
Austria	Wien	PT operator	Wiener Linien			kundendienst@wienerlinien.at
UK	Winchester	Municipality	Winchester - Hampshire County Council	Andy Wren		andy.wren@hants.gov.uk
UK	Winchester	Municipality	Winchester - Hampshire County Council	Ken Laughlin		ken.laughlin@hants.gov.uk
Germany	Würzburg	PT operator	Würzburger Versorgungs- und Verkehrs-GmbH			info@wvv.de



Public consultation

General information

Respondent number	Country	2. Are you answering as an individual or on behalf of an organisation/institution?	2.a If you work for a company, please give an indication of its size	2.c. Please indicate if your organisation is registered in the Transparency Register.	2.e Does the organisation/company you work for deal primarily with transport issues?	2.f Please indicate the main transport areas represented (you may select more than one):	2.g Please specify:	3. Please specify your main field of activity	3.a Please specify:
1	ITALIA	On behalf of an organisation	Micro company (less than 10 employees, up to €2 million turnover, or balance sheet up to €2million)	Yes	No			Other interest group organisation/association	
2	Belgium	As individual						Individual citizen	
3	Portugal	As individual						Research organisation/university	

Respondent number	Country	2. Are you answering as an individual or on behalf of an organisation/institution?	2.a If you work for a company, please give an indication of its size	2.c. Please indicate if your organisation is registered in the Transparency Register.	2.e Does the organisation/company you work for deal primarily with transport issues?	2.f Please indicate the main transport areas represented (you may select more than one):	2.g Please specify:	3. Please specify your main field of activity	3.a Please specify:
4	Uk	On behalf of an organisation	Medium size company (up to 249 employees, up to €50 million turnover, or balance sheet total up to €43 million)	Yes	Yes	Road transport;Transport logistics services		Private company	
5	Norway	As individual						Research organisation/university	
6	Spain	On behalf of an organisation	Micro company (less than 10 employees, up to €2 million turnover, or balance sheet up to €2million)	Yes	Yes	Road transport;Rail transport;Maritime transport;Urban transport		International organisation	

Respondent number	Country	2. Are you answering as an individual or on behalf of an organisation/institution?	2.a If you work for a company, please give an indication of its size	2.c. Please indicate if your organisation is registered in the Transparency Register.	2.e Does the organisation/company you work for deal primarily with transport issues?	2.f Please indicate the main transport areas represented (you may select more than one):	2.g Please specify:	3. Please specify your main field of activity	3.a Please specify:
7	Italy	As individual						Private company	
8	UK	On behalf of an organisation	Medium size company (up to 249 employees, up to €50 million turnover, or balance sheet total up to €43 million)	Yes	Yes	Manufacturing of transport equipment		Private company	
9	Germany	On behalf of an organisation	Micro company (less than 10 employees, up to €2 million turnover, or balance sheet up to €2million)	Yes	Yes	Road transport;Rail transport;Inland waterways transport;Air transport;Urban transport;Transport logistics services;Multimodal/all transport modes		Other interest group organisation/association	

Respondent number	Country	2. Are you answering as an individual or on behalf of an organisation/institution?	2.a If you work for a company, please give an indication of its size	2.c. Please indicate if your organisation is registered in the Transparency Register.	2.e Does the organisation/company you work for deal primarily with transport issues?	2.f Please indicate the main transport areas represented (you may select more than one):	2.g Please specify:	3. Please specify your main field of activity	3.a Please specify:
10	Belgium	As individual						Other interest group organisation/association	
11	Spain	On behalf of an organisation	Large corporation (250 employees or more, more than €50 million turnover, and balance sheet total of more than €43 million)	No	Yes	Urban transport		Local public authority	
12	Poland	As individual						Individual citizen	
13	UK	As individual						Individual citizen	
14	France	As individual						Individual citizen	
15	Portugal	As individual						Individual citizen	

Respondent number	Country	2. Are you answering as an individual or on behalf of an organisation/institution?	2.a If you work for a company, please give an indication of its size	2.c. Please indicate if your organisation is registered in the Transparency Register.	2.e Does the organisation/company you work for deal primarily with transport issues?	2.f Please indicate the main transport areas represented (you may select more than one):	2.g Please specify:	3. Please specify your main field of activity	3.a Please specify:
16	Croatia	As individual						Research organisation/university	
17	Sweden	On behalf of an organisation		No	Yes	Urban transport		Local public authority	
18	Germany	On behalf of an organisation		No	Yes	Urban transport		Local public authority	
19	France	As individual						Individual citizen	
20	France	As individual						Individual citizen	
21	FRANCE	On behalf of an organisation		No	Yes	Urban transport		Other	
22	France	On behalf of an organisation	Micro company (less than 10 employees, up to €2 million turnover, or balance sheet up to €2million)	No	Yes	Road transport		Other interest group organisation/association	

Respondent number	Country	2. Are you answering as an individual or on behalf of an organisation/institution?	2.a If you work for a company, please give an indication of its size	2.c. Please indicate if your organisation is registered in the Transparency Register.	2.e Does the organisation/company you work for deal primarily with transport issues?	2.f Please indicate the main transport areas represented (you may select more than one):	2.g Please specify:	3. Please specify your main field of activity	3.a Please specify:
23	france	As individual						Individual citizen	
24	france	As individual						Other interest group organisation/association	
25	france	As individual						Individual citizen	
26	France	On behalf of an organisation		No	Yes	Urban transport		Workers' organisation/association/trade union	
27	Italy	As individual						Individual citizen	
28	Austria	On behalf of an organisation	Large corporation (250 employees or more, more than €50 million turnover, and balance sheet total of more than €43 million)	No	Yes	Urban transport		Local public authority	

Respondent number	Country	2. Are you answering as an individual or on behalf of an organisation/institution?	2.a If you work for a company, please give an indication of its size	2.c. Please indicate if your organisation is registered in the Transparency Register.	2.e Does the organisation/company you work for deal primarily with transport issues?	2.f Please indicate the main transport areas represented (you may select more than one):	2.g Please specify:	3. Please specify your main field of activity	3.a Please specify:
29	FRANCE	As individual						Individual citizen	
30	Spain	On behalf of an organisation		Yes	Yes	Road transport; Urban transport		Industry association	
31	Spain	On behalf of an organisation		Yes	Yes	Road transport; Urban transport		Industry association	
32	Italy	As individual						Research organisation/university	
33	Spain	On behalf of an organisation	Medium size company (up to 249 employees, up to €50 million turnover, or balance sheet total up to €43 million)	No	Yes	Road transport; Urban transport; Transport logistics services		Private company	

Respondent number	Country	2. Are you answering as an individual or on behalf of an organisation/institution?	2.a If you work for a company, please give an indication of its size	2.c. Please indicate if your organisation is registered in the Transparency Register.	2.e Does the organisation/company you work for deal primarily with transport issues?	2.f Please indicate the main transport areas represented (you may select more than one):	2.g Please specify:	3. Please specify your main field of activity	3.a Please specify:
34	France	On behalf of an organisation		Yes	Yes	Road transport;Urban transport;Transport logistics services;Multimodal/all transport modes		Other interest group organisation/association	

Respondent number	Country	2. Are you answering as an individual or on behalf of an organisation/institution?	2.a If you work for a company, please give an indication of its size	2.c. Please indicate if your organisation is registered in the Transparency Register.	2.e Does the organisation/company you work for deal primarily with transport issues?	2.f Please indicate the main transport areas represented (you may select more than one):	2.g Please specify:	3. Please specify your main field of activity	3.a Please specify:
35	Germany	On behalf of an organisation	Large corporation (250 employees or more, more than €50 million turnover, and balance sheet total of more than €43 million)	Yes	Yes	Other	Deutsche Post DHL Group is the world's leading postal and logistics services group. The Group generated revenue of more than 56 billion euros in 2014 with more than 480,000 employees in more than 220 countries and territories. Deutsche Post DHL Group represents a mail services operator in the German mail and parcel market,	Private company	

Respondent number	Country	2. Are you answering as an individual or on behalf of an organisation/institution?	2.a If you work for a company, please give an indication of its size	2.c. Please indicate if your organisation is registered in the Transparency Register.	2.e Does the organisation/company you work for deal primarily with transport issues?	2.f Please indicate the main transport areas represented (you may select more than one):	2.g Please specify:	3. Please specify your main field of activity	3.a Please specify:
							freight transport operator, a logistic service provider, a passenger transport operator and an electric vehicle manufacturer.		

Respondent number	Country	2. Are you answering as an individual or on behalf of an organisation/institution?	2.a If you work for a company, please give an indication of its size	2.c. Please indicate if your organisation is registered in the Transparency Register.	2.e Does the organisation/company you work for deal primarily with transport issues?	2.f Please indicate the main transport areas represented (you may select more than one):	2.g Please specify:	3. Please specify your main field of activity	3.a Please specify:
36	UK	On behalf of an organisation	Large corporation (250 employees or more, more than €50 million turnover, and balance sheet total of more than €43 million)	Yes	Yes	Multimodal/all transport modes		Regional public authority	
37	Austria	On behalf of an organisation		No	No			Local public authority	
38	italy	As individual						Consultancy	
39	France	On behalf of an organisation	Large corporation (250 employees or more, more than €50 million turnover, and balance sheet total of more than €43 million)	No	Yes	Urban transport		Public company	

Respondent number	Country	2. Are you answering as an individual or on behalf of an organisation/institution?	2.a If you work for a company, please give an indication of its size	2.c. Please indicate if your organisation is registered in the Transparency Register.	2.e Does the organisation/company you work for deal primarily with transport issues?	2.f Please indicate the main transport areas represented (you may select more than one):	2.g Please specify:	3. Please specify your main field of activity	3.a Please specify:
40	Germany	On behalf of an organisation		No	Yes	Rail transport;Inland waterways transport;Air transport;Urban transport;Multimodal/all transport modes;Other	Dem Ministerium für Infrastruktur und Landesplanung obliegen die Bereiche Stadtentwicklung und Wohnen, Gemeinsame Landesplanung mit Berlin sowie Verkehr. Ministerielle Aufgabe sind insbesondere die Ziel- und Rahmensetzung der Verkehrspolitik im Land Brandenburg. Die Organisationen der städtischen Mobilität obliegt der	Regional public authority	

Respondent number	Country	2. Are you answering as an individual or on behalf of an organisation/institution?	2.a If you work for a company, please give an indication of its size	2.c. Please indicate if your organisation is registered in the Transparency Register.	2.e Does the organisation/company you work for deal primarily with transport issues?	2.f Please indicate the main transport areas represented (you may select more than one):	2.g Please specify:	3. Please specify your main field of activity	3.a Please specify:
							Selbstverwaltung der Kommunen. Da das Ministerium über den Bundesrat an der EU - Rahmensetzung beteiligt ist, erfolgt entsprechend eine Beteiligung an diesen Konsultationen. Auch wenn die Betroffenheit eher indirekt vorhanden ist.		
41	belgium	On behalf of an organisation	Small company (less than 50 employees, up to €10 million turnover, or balance sheet up to €10 million)	Yes	Yes	Road transport; Urban transport		Other interest group organisation	

Respondent number	Country	2. Are you answering as an individual or on behalf of an organisation/institution?	2.a If you work for a company, please give an indication of its size	2.c. Please indicate if your organisation is registered in the Transparency Register.	2.e Does the organisation/company you work for deal primarily with transport issues?	2.f Please indicate the main transport areas represented (you may select more than one):	2.g Please specify:	3. Please specify your main field of activity	3.a Please specify:
42	Belgium	On behalf of an organisation	Small company (less than 50 employees, up to €10 million turnover, or balance sheet up to €10 million)	Yes	Yes	Road transport;Urban transport;Transport logistics services;Multimodal/all transport modes		International organisation	
43	Belgium	On behalf of an organisation	Micro company (less than 10 employees, up to €2 million turnover, or balance sheet up to €2million)	Yes	Yes	Road transport;Urban transport;Transport logistics services;Manufacturing of transport equipment		Industry association	
44	Ireland	On behalf of an organisation	Large corporation (250 employees or more, more than €50 million turnover, and balance sheet total of more than €43 million)	No	Yes	Road transport;Other	Gas transportation/infrastructure company and refuelling infrastructure provider - TSO/DSO.	Other	National Gas Infrastructure Company (operating in the public sector)

Respondent number	Country	2. Are you answering as an individual or on behalf of an organisation/institution?	2.a If you work for a company, please give an indication of its size	2.c. Please indicate if your organisation is registered in the Transparency Register.	2.e Does the organisation/company you work for deal primarily with transport issues?	2.f Please indicate the main transport areas represented (you may select more than one):	2.g Please specify:	3. Please specify your main field of activity	3.a Please specify:
45	Germany	On behalf of an organisation	Large corporation (250 employees or more, more than €50 million turnover, and balance sheet total of more than €43 million)	No	No			Local public authority	
46	Latvia	On behalf of an organisation		No	Yes	Road transport;Rail transport;Maritime transport;Air transport;Urban transport;Multimodal/all transport modes		National public authority	
47	Belgium	On behalf of an organisation		Yes	Yes	Road transport;Urban transport;Transport logistics services;Other	Use of alternative fuels (NGVs) vehicles running on gas (natural gas and biomethane)	Industry association	

The situation of urban mobility

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
1	No, they are the same	Si consente ancora di far circolare senza ZTL (Zone a Traffico Limitato), in quasi tutti i centri storici della Provincia di Viterbo, sprovvisti molti di aree pedonali	Yes	LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER);Cohesion Funds;European Regional Development Fund (ERDF)		No	
2	Yes, improved		Yes	5th Framework Programme for Research and Innovation;6th Framework Programme for Research and Innovation;7th Framework Programme for Research and Innovation;LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER);Cohesion Funds;European Regional Development Fund (ERDF);EIB (European Investment Bank) instruments;TEN-T		Yes, my city received EU funding to improve mobility conditions and I benefited as citizen	
3	No, deteriorated	More Cars, Lack of Good Urban and Traffic Planning	Yes	5th Framework Programme for Research and Innovation;LIFE Programme		Yes, my city received EU funding to improve mobility conditions and I benefited as citizen	

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
4	Yes, improved	modern car and truck engines	No				
5	Yes, improved	Incentives to use electric vehicles. Better public transport services. More environmentally regulations	No				
6	Yes, improved	The use of natural gas in public transport	Yes	7th Framework Programme for Research and Innovation; Cohesion Funds; TEN-T		Yes, I was directly involved in EU project(s) on sustainable mobility as professional	
7	Yes, improved	alla rete metropolitana.	Yes	7th Framework Programme for Research and Innovation; European Regional Development Fund (ERDF); EIB (European Investment Bank) instruments		No	
8	Yes, improved		Yes	European Regional Development Fund (ERDF)		No	
9	No, deteriorated	Einseitiger Ausbau des Straßennetzes und der Parkmöglichkeiten im Zentrumsbereich	Yes	LIFE Programme; TEN-T		No	

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
10	No, deteriorated	1. Focus on cars, 2. no policy om multi modality (f.e. good and sufficient park&ride opportunities) 3. no policy to support two-wheelers (PTWs and bicycles) instead of cars 4. public transport system incomprehensible for non-residents	Yes	7th Framework Programme for Research and Innovation;Intelligent Energy Europe (IEE): Energy in Transport (STEER);EIB (European Investment Bank) instruments;TEN-T		No	
11	Yes, improved	The task of the AMB is governed by solid and flexible planning tools. Particularly, it is important to highlight urban mobility plans that are drafted by the municipalities in collaboration with the AMB. One level higher than these plans is the Metropolitan urban mobility plan, a powerful coordination tool when it comes to defining the metropolitan mobility policy. During the 2011-2015 mandate, studies have been carried out to come up with a diagnosis that will allow reaching and drafting a full Plan in the next few months.	Yes	6th Framework Programme for Research and Innovation;7th Framework Programme for Research and Innovation;LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER);Cohesion Funds;European Regional Development Fund (ERDF);TEN-T		Yes, I was directly involved in EU project(s) on sustainable mobility as professional	

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
12	No, deteriorated		Yes	TEN-T		Other	My city received EU funding to but but does not improve mobility conditions - on the contrary it has worsened
13	No opinion / Not sure	Only lived here for the last 4 years, as a student I walked around on foot mostly.	No				
14	Yes, improved		No				
15	No, deteriorated	To a divestment in the railway network that led to the Cascais line to be a line disconnected from our main lines into Lisbon, which increases my commute time by 40 minutes, thus decreasing my quality of life and furthermore due to the constant malfunctions on the rolling stock and the multiple break downs of the power, in the only line in the country that still uses 1,5 KV DC. The state of degradation of the rails has led to some derailments like those in 2013. Other accidents	Yes	Cohesion Funds;European Regional Development Fund (ERDF)		Yes, my city received EU funding to improve mobility conditions and I benefited as citizen	

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
		have been recorded in the las years such as the collision of 2 trains in 2/05/2012, the detachment od 2 compositions midway thru a commute in 23/04/2007 and another derrailment in 5/06/2011.					
16	No, they are the same		Yes	7th Framework Programme for Research and Innovation;Intelligent Energy Europe (IEE): Energy in Transport (STEER);European Regional Development Fund (ERDF);TEN-T		Yes, I was directly involved in EU project(s) on sustainable mobility as professional	
17	Yes, improved		Yes	5th Framework Programme for Research and Innovation;6th Framework Programme for Research and Innovation;7th Framework Programme for Research and Innovation;LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER);Cohesion Funds;European Regional Development Fund (ERDF);EIB (European Investment Bank) instruments;TEN-T;Other		Yes, I was directly involved in EU project(s) on sustainable mobility as professional	

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
18	Yes, improved	durch Infrastrukturmaßnahmen im Verkehr und Straßenbau, Verbesserung in der Verkehrssteuerung	Yes	Cohesion Funds;European Regional Development Fund (ERDF)		Yes, my city received EU funding to improve mobility conditions and I benefited as citizen	
19	Yes, improved	less cars, more bicycles and better public transport	Yes	European Regional Development Fund (ERDF)		Other	Strasbourg received such kind of EU funding to improve cyclability
20	Yes, improved	Extension of the pedestrian area and speed limitation to 30 km/h max in many streets	No				
21		More bike	Yes	5th Framework Programme for Research and Innovation;6th Framework Programme for Research and Innovation;7th Framework Programme for Research and Innovation;European Regional Development Fund (ERDF)		No	
22	Yes, improved	All kinds of car's pollution, share the street with more pedestrian and biker, getting a better environment downtown	No				
23	No opinion / Not sure	there are more and more cars but also a little bit more people with bicycles	Yes	European Regional Development Fund (ERDF)		No	

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
24	No, they are the same	Some infrastructures have been made for cycling, but some basics one.	Yes	LIFE Programme;European Regional Development Fund (ERDF)		Yes, I was directly involved in EU project(s) on sustainable mobility as professional	
25	No opinion / Not sure	I'm not live in the same city since 10 years	Yes	European Regional Development Fund (ERDF)		No	
26	No, they are the same	It depends on the city in France : Il am responsible in my organisation (FNAUT) of "Urban Transport Network"	Yes	Other	Civitas	No	
27	Yes, improved		Yes	5th Framework Programme for Research and Innovation;6th Framework Programme for Research and Innovation;7th Framework Programme for Research and Innovation;LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER);Cohesion Funds;European Regional Development Fund (ERDF);TEN-T;Other		Yes, I was directly involved in EU project(s) on sustainable mobility as professional	

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
28	Yes, improved	Higher prices for parking tickets within city limits, lower prices for public transport tickets	Yes	5th Framework Programme for Research and Innovation;6th Framework Programme for Research and Innovation;7th Framework Programme for Research and Innovation;Cohesion Funds;European Regional Development Fund (ERDF);TEN-T;Other	Horizon2020	No	
29	No opinion / Not sure		No				
30	Yes, improved	Due to challenges and interests of local politics/policies and because of needs as a consequence of population growth in urban areas.	Yes	5th Framework Programme for Research and Innovation;6th Framework Programme for Research and Innovation;7th Framework Programme for Research and Innovation;LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER);Cohesion Funds;European Regional Development Fund (ERDF);EIB (European Investment Bank) instruments;TEN-T		Yes, my city received EU funding to improve mobility conditions and I benefited as citizen	

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
31	Yes, improved	Due to challenges and interests of local politics/policies and because of needs as a consequence of population growth in urban areas.	Yes	5th Framework Programme for Research and Innovation;LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER);European Regional Development Fund (ERDF);EIB (European Investment Bank) instruments;TEN-T		Yes, my city received EU funding to improve mobility conditions and I benefited as citizen	
32	No, deteriorated	Vehicles (specifically boats, that represents an important share of public transport in Venice) are old and highly pollutant. Attempts to develop alternative transits (tramways) have produced a worsening in conditions, due to poor planning, a purely incremental approach and inability to identify the most appropriate technologies	Yes	6th Framework Programme for Research and Innovation;7th Framework Programme for Research and Innovation;Intelligent Energy Europe (IEE): Energy in Transport (STEER);European Regional Development Fund (ERDF)		Other	I am the coordinator of a project submitted to a H2020 call on sustainable mobility
33	No, deteriorated		No				
34	No, deteriorated	increase of commuting traffic to & from metropolitan areas, congestion, conflicts in the use of roads &	Yes	5th Framework Programme for Research and Innovation;6th Framework Programme for Research and	EUREKA	Yes, my city received EU funding to improve mobility conditions and I benefited as citizen	

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
		delivery areas between personal, professional & commercial vehicles		Innovation;7th Framework Programme for Research and Innovation;LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER);Other			
35	No opinion / Not sure	Please note that Deutsche Post DHL Group operates in more than 220 countries and territories which cover various cities in different shapes and sizes. For example, Deutsche Post DHL Group has started a project in 2013, switching to electric vehicles for our delivery services in Bonn and the surrounding region and making the city the first location in Germany with a carbon-free vehicle concept. The pilot project sees round about 130 electric vehicles on the road by 2016, then resulting in decreased CO2 emissions of nearly 500 tons per year.	Yes	5th Framework Programme for Research and Innovation;6th Framework Programme for Research and Innovation;7th Framework Programme for Research and Innovation;Cohesion Funds;European Regional Development Fund (ERDF);EIB (European Investment Bank) instruments;TEN-T		Yes, I was directly involved in EU project(s) on sustainable mobility as professional	

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
36	Yes, improved	Transport for London (TfL) is the integrated statutory body responsible for London's transport system and our chair is the Mayor of London. We manage London's buses, trams, Underground services, the Docklands Light Railways, London Overground suburban rail services, river services, London's taxis, a public cycle scheme known as Santander Cycles, the Emirates Air Line cable car and promote walking and other cycling initiatives. We are also responsible for London's major highways, all of its traffic signals, the Congestion Charge and the Low Emission Zone. London's population has grown significantly over the last decade and has now reached an estimated 8.6 million people.	Yes	5th Framework Programme for Research and Innovation;6th Framework Programme for Research and Innovation;7th Framework Programme for Research and Innovation;LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER);Cohesion Funds;European Regional Development Fund (ERDF);EIB (European Investment Bank) instruments;TEN-T;Other	Horizon 2020, Connecting Europe Facility (CEF), European Fund for Strategic Investment (EFSI), Interreg, Fuel Cells and Hydrogen Joint Undertaking (FCH JU), Climate-Kic	Yes, I was directly involved in EU project(s) on sustainable mobility as professional	

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
37	Yes, improved	1) Local Interventions (traffic management measures, sustainable mobility infrastructure provision) 2) Global trends (oil price, increasing digitalization and decrease of importance of car)	Yes	5th Framework Programme for Research and Innovation;6th Framework Programme for Research and Innovation;7th Framework Programme for Research and Innovation;Intelligent Energy Europe (IEE): Energy in Transport (STEER);Cohesion Funds;European Regional Development Fund (ERDF);EIB (European Investment Bank) instruments;TEN-T		Yes, I was directly involved in EU project(s) on sustainable mobility as professional	
38	No, deteriorated	First of all, despite the common and general objective of "sustainable mobility" the different city administrations for the last 10 years don't have a clear mobility plan and the capability to choice of more suitable solutions. Moreover there is a lack of competences and organization allowing the management of implementation and impacts evaluation.	Yes	5th Framework Programme for Research and Innovation;6th Framework Programme for Research and Innovation;7th Framework Programme for Research and Innovation;LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER);European Regional Development Fund (ERDF);EIB (European Investment Bank) instruments		Yes, I was directly involved in EU project(s) on sustainable mobility as professional	

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
39	Yes, improved	Increase of the network, better quality of services, public authorities support	Yes	7th Framework Programme for Research and Innovation;LIFE Programme;EIB (European Investment Bank) instruments;TEN-T		Yes, I was directly involved in EU project(s) on sustainable mobility as professional	
40	Yes, improved	Die Themen Luftreinhaltung und Lärmbelastung in den Städten haben in den vergangenen Jahrzehnten einen immer höheren Stellenwert eingenommen, auf die die Städte mit unterschiedlichen Konzepten (Mobilitätsmanagement, Verkehrslenkung, Ausbau ÖPNV, Parkraumbewirtschaftung usw.) reagieren.	Yes	5th Framework Programme for Research and Innovation;6th Framework Programme for Research and Innovation;7th Framework Programme for Research and Innovation;LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER);Cohesion Funds;European Regional Development Fund (ERDF);EIB (European Investment Bank) instruments;TEN-T		Other	Soweit im Ministerium bekannt, werden die EU-Förderprogramme von den Brandenburger Kommunen fast gar nicht abgefragt. Dies begründet sich in Sprachbarrieren und den hohen Anforderungen, die der Antragstellung zu Grunde liegen. Hier wäre eine Entbürokratisierung sinnvoll.

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
41			Yes	7th Framework Programme for Research and Innovation;LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER);Cohesion Funds;European Regional Development Fund (ERDF);TEN-T		Yes, I was directly involved in EU project(s) on sustainable mobility as professional	
42	Yes, improved	Investment in cycling infrastructure and public transport Implementation of car-free space	Yes	7th Framework Programme for Research and Innovation;LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER);Cohesion Funds;European Regional Development Fund (ERDF);EIB (European Investment Bank) instruments;TEN-T		Yes, I was directly involved in EU project(s) on sustainable mobility as professional	
43			Yes	7th Framework Programme for Research and Innovation;LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER);Cohesion Funds;European Regional Development Fund (ERDF);TEN-T		No	

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
44	Yes, improved	Local and national government focus backed by EU legislation.	Yes	5th Framework Programme for Research and Innovation;6th Framework Programme for Research and Innovation;7th Framework Programme for Research and Innovation;Intelligent Energy Europe (IEE): Energy in Transport (STEER);Cohesion Funds;European Regional Development Fund (ERDF);EIB (European Investment Bank) instruments;TEN-T		Other	The national electricity network operator received funding to support pilot for e-mobility. Gas Networks Ireland have carried out feasibility studies for CNG and renewable gas but these have been funded by the company.
45	No, they are the same	On the one hand conditions improved as much more people use sustainable modes (PT, bicycle). On the other hand roads and public transport is crowded due to a fast growing population.	Yes	7th Framework Programme for Research and Innovation;LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER)		Yes, I was directly involved in EU project(s) on sustainable mobility as professional	
46		Currently in the cities of Latvia lives approximately 68% of the total population of Latvia and this number is not changed a lot in past 10 years. Latvia is characterized by the population and traffic infrastructure orientation	Yes	LIFE Programme;Intelligent Energy Europe (IEE): Energy in Transport (STEER);Cohesion Funds;European Regional Development Fund (ERDF);EIB (European Investment Bank) instruments;TEN-T;Other	HORIZON 2020	Other	Ministry of Transport of the Republic of Latvia is an executive branch of the Latvian government responsible for policy development. We support sustainable urban

Respondent number	1. Did the urban mobility conditions in your city improve over the past ten year?	2. What do you attribute this to?	3. Are you aware that the EC is financing initiatives to support sustainable mobility and the use of alternative fuels in cities?	4. Which of the following EU financing initiatives do you know of?	4.a Please specify:	5. Do you have any direct experience with sustainable urban mobility projects and initiatives supported by EU financing?	5.a (If other) Please specify:
		in the capital Riga as well as socio-economical activities concentration in the Riga functional area. At the same time concentration of inhabitants and social economic activities, which creates a pressure on transport infrastructure, is also observed in other major cities of Latvia (Daugavpils, Jelgava, Jēkabpils, Liepāja, Rēzekne, Valmiera and Ventspils).					mobility projects as the institution responsible for transport sector.
47	No, they are the same	The situation changes a lot depending on the countries and cities, difficult to agree on an unanimous approach since this has depended on the latest urban policies. Cities with an strong commitment on the use of public transport fuelled with alternative fuels (gas buses) have contributed significantly to reduce the levels of noise and pollutants, contributing significantly to improving air quality.	Yes	7th Framework Programme for Research and Innovation; Intelligent Energy Europe (IEE): Energy in Transport (STEER); EIB (European Investment Bank) instruments; TEN-T		Yes, I was directly involved in EU project(s) on sustainable mobility as professional	

Funding in urban transport areas

Respondent number	6. In which of the following urban transport areas was EU funding used?	Collective Passenger Transport, please specify:	Please specify	Clean Fuels and Vehicles, please specify:	Please specify	Demand Management Strategies, please specify:	Please specify	Urban Freight Logistics, please specify:	Please specify
1									
2	Collective passenger transport; Clean fuels and vehicles; Demand management strategies; Urban freight logistics; Car-independent lifestyles; Integration of transport planning with other policy areas (energy, environment, land use, etc.); Mobility management; Public involvement; Safety and security; Transport telematics; Infrastructure	Innovative public transport systems; Service improvements; Ticketing systems; Fleet management; Accessibility (e.g. for physical, social and economic disadvantaged people); Intermodality (Combining several means of transport to get from A to Z. For example, train + car or		Electric mobility; Hybrid vehicles; Use of biodiesel; Biogas and compressed natural gas; Cleaner fleets		Congestion charging; Access restrictions; Parking management and strategies; Low emission zones; Car-free zones; Priority lanes; Financial incentives and disincentives		Urban delivery centres; Distribution schemes; Fleet management; Cycle logistics	

Respondent number	6. In which of the following urban transport areas was EU funding used?	Collective Passenger Transport, please specify:	Please specify	Clean Fuels and Vehicles, please specify:	Please specify	Demand Management Strategies, please specify:	Please specify	Urban Freight Logistics, please specify:	Please specify
		bus + bicycle + walking);Procurement schemes							
3	Collective passenger transport	Service improvements							
4									
5									
6	Clean fuels and vehicles			Biogas and compressed natural gas;Other	Liquid natural gas				
7									
8									
9									

Respondent number	6. In which of the following urban transport areas was EU funding used?	Collective Passenger Transport, please specify:	Please specify	Clean Fuels and Vehicles, please specify:	Please specify	Demand Management Strategies, please specify:	Please specify	Urban Freight Logistics, please specify:	Please specify
10									
11	Collective passenger transport; Clean fuels and vehicles	Innovative public transport systems		Electric mobility					
12									
13									
14									
15	Collective passenger transport; Infrastructure	Innovative public transport systems							
16	Collective passenger transport; Demand management strategies; Urban freight logistics; Integration of transport planning with other policy areas (energy, environment, land use, etc.); Mobility management; Safety	Innovative public transport systems; Service improvements; Ticketing systems; Intermodality (Combining several means of transport to get from A to Z.				Congestion charging; Access restrictions; Parking management and strategies; Priority lanes		Urban delivery centres; Distribution schemes	

Respondent number	6. In which of the following urban transport areas was EU funding used?	Collective Passenger Transport, please specify:	Please specify	Clean Fuels and Vehicles, please specify:	Please specify	Demand Management Strategies, please specify:	Please specify	Urban Freight Logistics, please specify:	Please specify
	and security;Transport telematics	For example, train + car or bus + bicycle + walking)							
17	Collective passenger transport;Urban freight logistics;Car-independent lifestyles;Mobility management;Infrastructure	Innovative public transport systems;Service improvements						Urban delivery centres;Cycle logistics	
18	Collective passenger transport;Clean fuels and vehicles;Mobility management;Public involvement;Infrastructure	Intermodality (Combining several means of transport to get from A to Z. For example, train + car or bus + bicycle + walking);Other	Bürgerbeteiligung zum Citybahnhof Ulm	Electric mobility					
19									
20									

Respondent number	6. In which of the following urban transport areas was EU funding used?	Collective Passenger Transport, please specify:	Please specify	Clean Fuels and Vehicles, please specify:	Please specify	Demand Management Strategies , please specify:	Please specify	Urban Freight Logistics, please specify:	Please specify
21									
22									
23									
24	Car-independent lifestyles								
25									
26									
27	Clean fuels and vehicles;Car-independent lifestyles;Mobility management								
28									
29									
30	Collective passenger transport;Clean fuels and vehicles	Accessibility (e.g. for physical, social and economic disadvantaged)		Electric mobility;Hybrid vehicles					

Respondent number	6. In which of the following urban transport areas was EU funding used?	Collective Passenger Transport, please specify:	Please specify	Clean Fuels and Vehicles, please specify:	Please specify	Demand Management Strategies, please specify:	Please specify	Urban Freight Logistics, please specify:	Please specify
		people)							
31	Collective passenger transport; Clean fuels and vehicles	Accessibility (e.g. for physical, social and economic disadvantaged people)		Electric mobility; Hybrid vehicles					
32									
33									
34									
35	Clean fuels and vehicles; Urban freight logistics; Infrastructure			Electric mobility; Biogas and compressed natural gas; Cleaner fleets; Other	We are / were involved in the following EU projects that cover a variety of fuels, technologies and logistics solutions:			Distribution schemes	

Respondent number	6. In which of the following urban transport areas was EU funding used?	Collective Passenger Transport, please specify:	Please specify	Clean Fuels and Vehicles, please specify:	Please specify	Demand Management Strategies, please specify:	Please specify	Urban Freight Logistics, please specify:	Please specify
					STRAIGHT SOL, COSMOS, SCALE, DELIVER (as supporter). Our particular fuel and technology focus is electric for short range delivery, Biogas/Fuel Cell for mid-range delivery and (Bio-) LNG for Line Hauls.				

Respondent number	6. In which of the following urban transport areas was EU funding used?	Collective Passenger Transport, please specify:	Please specify	Clean Fuels and Vehicles, please specify:	Please specify	Demand Management Strategies, please specify:	Please specify	Urban Freight Logistics, please specify:	Please specify
36	Collective passenger transport; Clean fuels and vehicles; Urban freight logistics; Car-independent lifestyles; Integration of transport planning with other policy areas (energy, environment, land use, etc.); Transport telematics; Infrastructure	Intermodality (Combining several means of transport to get from A to Z. For example, train + car or bus + bicycle + walking); Procurement schemes		Electric mobility; Hybrid vehicles; Cleaner fleets				Urban delivery centres; Fleet management; Other	Electrification of urban freight systems
37	Integration of transport planning with other policy areas (energy, environment, land use, etc.); Transport telematics								
38	Collective passenger transport; Clean fuels and vehicles; Demand management strategies; Urban freight logistics; Mobility	Innovative public transport systems; Service improvements; Ticketing systems; Fleet management; A		Electric mobility; Hybrid vehicles		Access restrictions; Parking management and strategies; Priority lanes		Urban delivery centres; Distribution schemes; Fleet management; Cycle	

Respondent number	6. In which of the following urban transport areas was EU funding used?	Collective Passenger Transport, please specify:	Please specify	Clean Fuels and Vehicles, please specify:	Please specify	Demand Management Strategies, please specify:	Please specify	Urban Freight Logistics, please specify:	Please specify
	management;Transport telematics	ccessibility (e.g. for physical, social and economic disadvantaged people);Intermodality (Combining several means of transport to get from A to Z. For example, train + car or bus + bicycle + walking);Procurement schemes						logistics	
39	Collective passenger transport;Clean fuels and vehicles	Innovative public transport systems		Cleaner fleets;Other	Energy saving				
40									

Respondent number	6. In which of the following urban transport areas was EU funding used?	Collective Passenger Transport, please specify:	Please specify	Clean Fuels and Vehicles, please specify:	Please specify	Demand Management Strategies, please specify:	Please specify	Urban Freight Logistics, please specify:	Please specify
41	Urban freight logistics;Car-independent lifestyles;Mobility management							Cycle logistics	
42	Collective passenger transport;Clean fuels and vehicles;Demand management strategies;Urban freight logistics;Car-independent lifestyles;Integration of transport planning with other policy areas (energy, environment, land use, etc.);Mobility management;Public involvement;Infrastructure	Intermodality (Combining several means of transport to get from A to Z. For example, train + car or bus + bicycle + walking)		Electric mobility;Cleaner fleets		Car-free zones;Priority lanes;Financial incentives and disincentives		Cycle logistics	

Respondent number	6. In which of the following urban transport areas was EU funding used?	Collective Passenger Transport, please specify:	Please specify	Clean Fuels and Vehicles, please specify:	Please specify	Demand Management Strategies , please specify:	Please specify	Urban Freight Logistics, please specify:	Please specify
43									
44									
45	Car-independent lifestyles;Mobility management;Safety and security								
46									
47	Collective passenger transport;Clean fuels and vehicles;Integration of transport planning with other policy areas (energy,	Fleet management		Biogas and compressed natural gas					

Respondent number	6. In which of the following urban transport areas was EU funding used?	Collective Passenger Transport, please specify:	Please specify	Clean Fuels and Vehicles, please specify:	Please specify	Demand Management Strategies, please specify:	Please specify	Urban Freight Logistics, please specify:	Please specify
	environment, land use, etc.);Infrastructure								

Funding in urban transport areas (continued)

Respondent number	Car-Independent Lifestyles, please specify:	Please specify	Integrated Planning, please specify:	Please specify	Mobility Management, please specify:	Please specify	Public Involvement, please specify:	Please specify	Safety and Security, please specify:	Please specify
1										
2	Cycling;Walking;Car-sharing;Bike-sharing;Car-pooling;Co-modality (Use of different modes on their own and in combination in the aim to obtain "an optimal and sustainable utilization of resources", e.g. bike on the bus);Ride-sharing		Transport and land-use;Transport and housing;Transport and environment;Sustainable urban mobility plans		Marketing and communications;Personal and company travel plans;Mobility info centres		Multi-stakeholder consultations;Information campaigns;Participatory processes		Traffic calming;Infrastructure design;Shared space;Secure school paths;Anti-vandalism measures	
3										
4										

Respondent number	Car-Independent Lifestyles, please specify:	Please specify	Integrated Planning, please specify:	Please specify	Mobility Management, please specify:	Please specify	Public Involvement, please specify:	Please specify	Safety and Security, please specify:	Please specify
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										
16			Transport and land-use; Sustainable urban mobility plans		Personal and company travel plans; Mobility info centres				Traffic calming; Infrastructure design; Shared space	

Respondent number	Car-Independent Lifestyles, please specify:	Please specify	Integrated Planning, please specify:	Please specify	Mobility Management, please specify:	Please specify	Public Involvement, please specify:	Please specify	Safety and Security, please specify:	Please specify
17	Cycling;Car-sharing;Car-pooling				Marketing and communications					
18					Other	e-bike rental system	Multi-stakeholder consultations;Information campaigns;Participatory processes			
19										
20										
21										
22										
23										
24	Cycling;Walking									
25										
26										
27										
28										
29										

Respondent number	Car-Independent Lifestyles, please specify:	Please specify	Integrated Planning, please specify:	Please specify	Mobility Management, please specify:	Please specify	Public Involvement, please specify:	Please specify	Safety and Security, please specify:	Please specify
30										
31										
32										
33										
34										
35										
36	Co-modality (Use of different modes on their own and in combination in the aim to obtain "an optimal and sustainable utilization of resources", e.g. bike on the bus)		Transport and environemt							
37			Transport and land-use;Transport and environemt;Sus							

Respondent number	Car-Independent Lifestyles, please specify:	Please specify	Integrated Planning, please specify:	Please specify	Mobility Management, please specify:	Please specify	Public Involvement, please specify:	Please specify	Safety and Security, please specify:	Please specify
			sustainable urban mobility plans							
38					Personal and company travel plans; Mobility info centres					
39										
40										
41	Cycling; Walking				Personal and company travel plans; Other	transport modelling				
42	Cycling; Walking; Bike-sharing		Sustainable urban mobility plans		Marketing and communications; Personal and company travel		Information campaigns; Participatory processes			

Respondent number	Car-Independent Lifestyles, please specify:	Please specify	Integrated Planning, please specify:	Please specify	Mobility Management, please specify:	Please specify	Public Involvement, please specify:	Please specify	Safety and Security, please specify:	Please specify
					plans					
43										
44										
45	Cycling;Bike-sharing				Marketing and communications;Personal and company travel plans				Secure school paths;Other	Provision of special information for migrants on traffic rules and mobility options; Cycle training for pupils before the change to the second

Respondent number	Car-Independent Lifestyles, please specify:	Please specify	Integrated Planning, please specify:	Please specify	Mobility Management, please specify:	Please specify	Public Involvement, please specify:	Please specify	Safety and Security, please specify:	Please specify
										ary school;
46										
47			Transport and land-use;Transport and environemt;Sustainable urban mobility plans							

Funding in urban transport areas (continued)

Respondent number	Transport Telematics , please specify:	Please specify	Infrastructures, please specify:	Please specify	7. Which project phase(s) was supported by EU funding?	8. Who were the main beneficiaries of EU funding?	8.a Please specify:	Please provide a brief description of the project(s) or initiatives supported by the EU you know of (name of the project, objectives, activities implemented)
1								
2	Intelligent transport systems;Route directions;Smartphone applications ;Plate recognition system		Fuelling infrastructures, also for alternative fuels;Recharging points for electromobility		Research stage;Problem analysis; Feasibility ;Pilot or demonstration stage;Implementation	Public administration;Public transport operators; Private transport operators; Private organisations/consultant;Associations/networks;SME;Research Institutes;Academia/Universities		
3					Don't know	Public administration;Private transport operators		Open of a Ticket Sale's Place in downtown supported by «Civitas Program» fund. Now, the Place is closed completely.

Respondent number	Transport Telematics , please specify:	Please specify	Infrastructures, please specify:	Please specify	7. Which project phase(s) was supported by EU funding?	8. Who were the main beneficiaries of EU funding?	8.a Please specify:	Please provide a brief description of the project(s) or initiatives supported by the EU you know of (name of the project, objectives, activities implemented)
4								
5								
6					Feasibility ;Implementation	Private transport operators; Private organisations/consultant		LNG blue corridors
7								
8								
9								
10								
11					Pilot or demonstration stage;Do n't know	Public administration;Public transport operators		We have presented several proposals to H2020, LIFE, MED, INTERREG and RIS3 on ERDF. None of the projects has yet been approved.
12								
13								
14								

Respondent number	Transport Telematics , please specify:	Please specify	Infrastructures, please specify:	Please specify	7. Which project phase(s) was supported by EU funding?	8. Who were the main beneficiaries of EU funding?	8.a Please specify:	Please provide a brief description of the project(s) or initiatives supported by the EU you know of (name of the project, objectives, activities implemented)
15			Recharging points for electro mobility		Research stage;Implementation	Public transport operators; Research Institutes		The study for a connection via tunnel in Alcântara of the Cascais Line to the Linha de Cintura which is a very old project, and that since the crisis was installed, was abandoned, in which multiple studies were conducted, many euros were spent and even new rolling stock was bought to bombardier, but that, because of the abandonment of this project, were kept with normal tension, and instead of servicing the Cascais line and the Linha de Cintura, were taken to Porto to serve the fleet of rolling stock there, leaving this line, the Cascais line with one of the oldest rolling stocks of the country, without a fast connection with the center of Lisbon, thus, reflecting the loss of passengers (keeping in mind that this is still the second most used commuter line in the country) to the Sintra line, because of its connection to the center of Lisbon.
16	Intelligent transport systems				Research stage;Problem analysis; Feasibility ;Pilot or demo	Public administration;Public transport operators; Academia/ University		

Respondent number	Transport Telematics , please specify:	Please specify	Infrastructures, please specify:	Please specify	7. Which project phase(s) was supported by EU funding?	8. Who were the main beneficiaries of EU funding?	8.a Please specify:	Please provide a brief description of the project(s) or initiatives supported by the EU you know of (name of the project, objectives, activities implemented)
17			Fuelling infrastructures, also for alternative fuels;Recharging points for electro mobility		Pilot or demonstration stage;Implementation	Public administration;Public transport operators; Research Institutes;Academia/Universities		<p>Project/year Project aim Sthlm's role Cooperation partners EU fund ZEUS 1996-2000 Increase share of clean vehicles in Stock-holm through technology procurement of electric cars, production and distribution of upgradedbiogas. Coordinator Copenhagen, Athens, Helsinki, London/Coventry, Luxemburg, Palermo and Bremen 5th Framework Programme ELCIDIS 1998-2002 E-tour 2000-2002 Moses 2000-2003 Cute 2002-2006 Plume 2003-2005 Trendsetter 2002-2006 BEST 2005-2009 Biogasmax 2005-2010 Niches 2004-2007 Catalist CleanTruck 2010-2013 Electric-hybrid trucks for local distribution. Introduce electric two-wheelers, e.g. bicycles and mopeds. Car pool project – starting car pools with a total of 20 clean vehicles and developing methods for smart bookings. Field testing of 27 fuel cell buses, three in Stockholm traffic. Production of hydrogen gas at depot. Planning Urban Mobility in Europe, knowledge/research on transfer of sustainable mobility to end users, i.e. cities. Project for sustainable transport (clean vehicles, fuel production, smart traffic information, environmental zone...). Market introduction of ethanol vehicles. Promote production of upgraded biogas and use of upgraded biogas in vehicles.</p>

Respondent number	Transport Telematics , please specify:	Please specify	Infrastructures, please specify:	Please specify	7. Which project phase(s) was supported by EU funding?	8. Who were the main beneficiaries of EU funding?	8.a Please specify:	Please provide a brief description of the project(s) or initiatives supported by the EU you know of (name of the project, objectives, activities implemented)
18			Recharging points for electro mobility		Problem analysis; Feasibility	Public administration		MMOVE - Mobilitätsmanagement für Städte der Größe bis 250 000 Einwohner Ziele: nachhaltige Mobilität in der Stadt Ulm ENTER.HUB- Planung von Arealen um Bahnhöfe an Hochgeschwindigkeitsstrecken, Ziele: Austausch von Ideen und Planungen zur Entwicklung von Bahnknotenpunkten
19								
20								
21								
22								
23								
24					Pilot or demonstration stage; Implementation	Public administration; Private transport operators; SME		
25								
26								

Respondent number	Transport Telematics , please specify:	Please specify	Infrastructures, please specify:	Please specify	7. Which project phase(s) was supported by EU funding?	8. Who were the main beneficiaries of EU funding?	8.a Please specify:	Please provide a brief description of the project(s) or initiatives supported by the EU you know of (name of the project, objectives, activities implemented)
27					Feasibility ;Pilot or demonstration stage;Implementation	Public administration;Public transport operators; Associations/networks;SME;Research Institutes		
28								
29								
30						Don't know		Accessibility measures have been put in place for/by public undertakings providing urban mobility services. Electric mobility projects have been senn only for public undertakings providing urban mobility services whereas hybrid vehicles for both public and private ones.
31						Don't know		Accessibility measures have been put in place for/by public undertakings providing urban mobility services. Electric mobility projects have been senn only for public undertakings providing urban mobility services whereas hybrid vehicles for both public and private ones.

Respondent number	Transport Telematics , please specify:	Please specify	Infrastructures, please specify:	Please specify	7. Which project phase(s) was supported by EU funding?	8. Who were the main beneficiaries of EU funding?	8.a Please specify:	Please provide a brief description of the project(s) or initiatives supported by the EU you know of (name of the project, objectives, activities implemented)
32								
33								
34					Don't know	Public administration;Public transport operators; Research Institutes;Academia/Universities		
35			Fuelling infrastructures, also for alternative fuels;	We are partner in CONNECT2LNG for the creation of an LNG fuel network	Research stage;Feasibility;Pilot or demonstration stage	Private organisations/consultant		

Respondent number	Transport Telematics , please specify:	Please specify	Infrastructures, please specify:	Please specify	7. Which project phase(s) was supported by EU funding?	8. Who were the main beneficiaries of EU funding?	8.a Please specify:	Please provide a brief description of the project(s) or initiatives supported by the EU you know of (name of the project, objectives, activities implemented)
36	Intelligent transport systems		Recharging points for electro mobility		Research stage; Problem analysis; Feasibility ;Pilot or demonstration stage; Implementation	Public administration		<p>- ZeEUS (Zero Emission Urban Bus-System) was the first large-scale electric bus demonstration project in Europe. The objectives were to analyse – in real operational conditions – the viability of different types of electric buses for immediate market introduction in urban areas by testing and evaluating the electric, plug-in hybrid and trolley buses, and to help accelerate the market and roll-out of electric buses. - Eliptic (Electrification of public transport in cities) aimed to analyse the potential of electric public transport systems to aid the successful deployment of electrification solutions in urban and suburban areas. The London Underground electricity supply infrastructure was used to support charging infrastructure for Electric Vehicles (EVs). - CAPIRE (Coordination Action on Public-Private Partnership Implementation for Road-transport Electrification) aimed to support the European electric vehicle industry by developing roadmaps to inform EU research and funding priorities. The project focused on the definition of potential 'flagship' projects which could foster the competitiveness of automotive transport electrification and the development of technologies and services to reduce the European CO2 footprint. - UNPLUGGED (Wireless charging for Electric Vehicles) investigated how the use of inductive charging for EVs in urban areas can improve the convenience and sustainability.</p>

Respondent number	Transport Telematics , please specify:	Please specify	Infrastructures, please specify:	Please specify	7. Which project phase(s) was supported by EU funding?	8. Who were the main beneficiaries of EU funding?	8.a Please specify:	Please provide a brief description of the project(s) or initiatives supported by the EU you know of (name of the project, objectives, activities implemented)
37	Intelligent transport systems;Route directions;Smartphone applications				Research stage;Problem analysis; Pilot or demonstration stage	Public administration;Private organisations/consultant;Associations/networks;Research Institutes;Academia/Universities		
38	Intelligent transport systems				Research stage;Problem analysis; Feasibility ;Pilot or demonstration stage;Implementation	Public administration;Public transport operators; Private organisations/consultant		I was involved in different EU projects, the Last ones: H2020 CIPTEC (end in 2018) on innovative solutions for Urban Public Transport services IEE ENCLOSE Project (ended in october 2014) involving 16 partners (9 European towns, state agencies and research units) from 13 EU Countries, on Sustainable URban Logictics Plans for small and medium size towns; LIFE+ Perth Project (end in march 2016) on the demonstration of innovative multimodal and sharing mobility services for the improvement of environmental quality in EU towns;

Respondent number	Transport Telematics , please specify:	Please specify	Infrastructures, please specify:	Please specify	7. Which project phase(s) was supported by EU funding?	8. Who were the main beneficiaries of EU funding?	8.a Please specify:	Please provide a brief description of the project(s) or initiatives supported by the EU you know of (name of the project, objectives, activities implemented)
39					Feasibility ;Pilot or demonstration stage	Public transport operators		L'objectif du projet européen "Ticket to Kyoto", lancé en 2011 pour une durée de 4 ans, était d'échanger et d'expérimenter des solutions afin de limiter les émissions de CO2 des transports en commun. Ce projet regroupait 5 partenaires opérateurs et autorité organisatrice de transports publics urbains : STIB (Bruxelles), RET (Rotterdam), moBiel (Biefeld), TfGM (Manchester) et RATP. Le projet a donné lieu à des études et expérimentations. Une méthodologie de calcul des émissions de gaz à effet de serre a été définie et mise en œuvre par les partenaires.
40								
41					Research stage;Pilot or demonstration stage;Implementation	Public administration;Public transport operators; Private organisations/consultant;Associations/networks		FLOW: improving transport modelling with better cycling and walking information, SWITCH: behaviour change campaign based on personalized travel planning & ICT tools , CYCLELOGISTICS: behaviour change campaign to promote shopping by bicycle and urban deliveries by (cargo)-(e-)cycle

Respondent number	Transport Telematics , please specify:	Please specify	Infrastructures, please specify:	Please specify	7. Which project phase(s) was supported by EU funding?	8. Who were the main beneficiaries of EU funding?	8.a Please specify:	Please provide a brief description of the project(s) or initiatives supported by the EU you know of (name of the project, objectives, activities implemented)
42			Recharging points for electro mobility		Feasibility ;Pilot or demonstration stage;	Public administration		Intelligent Energy - Switch, BitiBi, Bike2work, PTP, Cyclelogistics etc Horizon 2020 CIVITAS, Mobility for Growth, Green Vehicles Initiative
43								
44								
45					Pilot or demonstration stage	Public administration		SEGMENT: Launched in May 2010, the SEGMENT research and implementation project (SEGmented Marketing for ENergy-efficient Transport) was funded by the Intelligent Energy Europe (IEE) program. Headed by the Department of Public Order and District Administration, the project was brought to a successful conclusion in 2013. The aim of SEGMENT was to persuade people to change their travel behavior and adopt more energy-efficient forms of transportation. To maximize the impact, two distinct segmentation techniques were applied: To begin with, consumers in “life change situations” (such as a move to another area or a change of job or school) were targeted. This target group was then broken down further by attitude to transportation. As a result, it was possible to tailor specific campaigns to each target group. BAMBINI: Das im Juni 2009 gestartete Projekt BAMBINI wurde ebenfalls im Rahmen des Förderprogramms „Intelligente Energie Europa“ (IEE) gefördert und konnte 2012

Respondent number	Transport Telematics , please specify:	Please specify	Infrastructures, please specify:	Please specify	7. Which project phase(s) was supported by EU funding?	8. Who were the main beneficiaries of EU funding?	8.a Please specify:	Please provide a brief description of the project(s) or initiatives supported by the EU you know of (name of the project, objectives, activities implemented)
								<p>erfolgreich abgeschlossen werden. Es förderte die Mobilität von Kindern. Durch spielerische Elemente übten die Kleinen sicheres Verhalten im Straßenverkehr, lernten ihr Kindergartenumfeld kennen und erfuhren einiges über umweltfreundliches Unterwegssein. BAMBINI erreichte in München 436 Erzieherinnen und Erzieher in 52 Fortbildungen beziehungsweise Seminaren, die das Projekt in ihrem Kindergarten umsetzten. Zudem wurden 480 Eltern auf 30 Elternabenden informiert. 457 Kinder in 42 Kindergärten wurden „Bewegungskünstler“ oder erhielten ihren „Rollerpass“. Neben München waren Städte aus Belgien, Holland, England, Österreich, Polen, Rumänien und weiteren europäischen Staaten dabei. Koordiniert wurde Bambini von der Forschungsgesellschaft Mobilität aus Graz, in München war das Kreisverwaltungsreferat verantwortlich. AENEAS: Im Jahr 2011 wurde das EU-Projekt „AENEAS (Attaining Energy Efficient Mobility in an Ageing Society)“ mit einer viel beachteten Abschlusskonferenz in Brüssel im Ausschuss der Regionen abgeschlossen. Das Projekt hatte zum Ziel, die nachhaltige Mobilität von Seniorinnen und Senioren zu fördern. Europa sieht sich mit erheblichen demografischen Veränderungen konfrontiert. Eine von Kindesbeinen an vom Auto geprägte Generation erreicht nun das Ruhestandsalter, mit der Folge, dass der private Pkw bei der Mobilität</p>

Respondent number	Transport Telematics , please specify:	Please specify	Infrastructures, please specify:	Please specify	7. Which project phase(s) was supported by EU funding?	8. Who were the main beneficiaries of EU funding?	8.a Please specify:	Please provide a brief description of the project(s) or initiatives supported by the EU you know of (name of the project, objectives, activities implemented)
								<p>älterer Menschen in Zukunft eine größere Rolle spielen wird. Fünf europäische Städte (München, Salzburg, Krakau, Odense, Donostia- San Sebastián) führten im Rahmen von AENEAS Mobilitätsberatungen und Trainingsprogramme für Seniorinnen und Senioren durch. Die Landeshauptstadt München, die Münchner Verkehrsgesellschaft (MVG) und der Umweltschutzverein Green City e. V. entwickelten gemeinsam ein aufeinander aufbauendes Maßnahmenpaket. Das Kreisverwaltungsreferat versandte an 10 000 zufällig ausgewählte Haushalte die Broschüre „Mobilitätswegweiser“. Mittels einer Antwortkarte konnten sich die Seniorinnen und Senioren weitere Informationsmaterialien bestellen oder sich kostenfrei für Kurse und Veranstaltungen anmelden. Die Nachfrage war sehr groß. Mehr als 20 Prozent der angeschriebenen Haushalte zeigten Interesse.</p>
46								

Respondent number	Transport Telematics , please specify:	Please specify	Infrastructures, please specify:	Please specify	7. Which project phase(s) was supported by EU funding?	8. Who were the main beneficiaries of EU funding?	8.a Please specify:	Please provide a brief description of the project(s) or initiatives supported by the EU you know of (name of the project, objectives, activities implemented)
47			Fuelling infrastructures, also for alternative fuels		Pilot or demonstration stage; Implementation	Public transport operators; Private transport operators		Biogasmax, FP6 cofunded project aiming at developing the biogas fuel in Europe. Use of CNG (compressed natural gas) buses in urban areas. The buses were refuelled with biomethane produced from the local waste. GasHighWay-IEE project- Spread of best practices and best available technologies in the uptake of gaseous fuels in vehicles, the expansion of the gas filling station network and the production and upgrading of biogas as vehicle fuel. CIVITAS initiatives: ELAN: Evaluation of the use of CNG buses in several cities across Europe, with positive results in the use of gas buses.

Relevance

Respondent number	9. In your opinion, were the objectives of the project(s) and/or initiative(s) supported by the EU in line with local mobility strategies and plans?	9.a To what extent has EU financial support helped meeting local mobility policy objectives?	Please specify	9.b Please explain the main reasons	9.c Could you suggest possible adjustments/olutions?	10. Did the EU financial support prove appropriate to improving urban mobility conditions and the use of alternative fuels?	10.a Why?
1							
2	Yes	Absolutely essential				Very appropriate	
3	Not fully			The Ticket Sale's Place in downtown it was not very important and only few people	Civitas and other EU Fund Programmes could improve bicycle	Somewhat appropriate	

Respondent number	9. In your opinion, were the objectives of the project(s) and/or initiative(s) supported by the EU in line with local mobility strategies and plans?	9.a To what extent has EU financial support helped meeting local mobility policy objectives?	Please specify	9.b Please explain the main reasons	9.c Could you suggest possible adjustment/solutions?	10. Did the EU financial support prove appropriate to improving urban mobility conditions and the use of alternative fuels?	10.a Why?
				went there.	and pedestrian mobility but local authorities have little interest in it...		
4							
5							
6	Yes	Very helpful	LNG trucks were relatively common in Spain and Portugal, but practically inexistant in France and Germany			Somewhat appropriate	
7							

Respondent number	9. In your opinion, were the objectives of the project(s) and/or initiative(s) supported by the EU in line with local mobility strategies and plans?	9.a To what extent has EU financial support helped meeting local mobility policy objectives?	Please specify	9.b Please explain the main reasons	9.c Could you suggest possible adjustments?	10. Did the EU financial support prove appropriate to improving urban mobility conditions and the use of alternative fuels?	10.a Why?
8							
9							
10							
11	Yes	Somewhat helpful	We cannot explain yet as the projects have not been awarded. Nevertheless, the objectives of the EU on sustainable mobility are completely in line with the sustainable mobility priorities for the Barcelona Metropolitan Area.			Somewhat appropriate	
12							
13							
14							
15	Somehow	Somewhat helpful	The money served well to plan, actually, many plans for many projects were made with EU money, but actual			Very appropriate	

Respondent number	9. In your opinion, were the objectives of the project(s) and/or initiative(s) supported by the EU in line with local mobility strategies and plans?	9.a To what extent has EU financial support helped meeting local mobility policy objectives?	Please specify	9.b Please explain the main reasons	9.c Could you suggest possible adjustments/olutions?	10. Did the EU financial support prove appropriate to improving urban mobility conditions and the use of alternative fuels?	10.a Why?
			work, infrastructure, was never made.				
16	Yes	Absolutely essential				Very appropriate	
17	Yes	Very helpful				Very appropriate	
18	Somehow	Somewhat helpful	Die Diskussionsprozesse innerhalb der Stadt wurden unterstützt und ergänzt.			Not appropriate enough	ENTER.HUB war ein reines Lern- und Austauschprogramm ohne Möglichkeit der Finanzierung für Pilotprojekte MMOVE hat eine Machbarkeitsstudie finanziert, die Umsetzung war nicht enthalten
19							

Respondent number	9. In your opinion, were the objectives of the project(s) and/or initiative(s) supported by the EU in line with local mobility strategies and plans?	9.a To what extent has EU financial support helped meeting local mobility policy objectives?	Please specify	9.b Please explain the main reasons	9.c Could you suggest possible adjustments/olutions?	10. Did the EU financial support prove appropriate to improving urban mobility conditions and the use of alternative fuels?	10.a Why?
20							
21							
22							
23							
24	Somehow	Very helpful	local public administration need money for infrastructures in urban spaces (black spot to solve) or in protected natural spaces.			Somewhat appropriate	
25							
26							
27	Somehow	Very helpful				Somewhat appropriate	
28							

Respondent number	9. In your opinion, were the objectives of the project(s) and/or initiative(s) supported by the EU in line with local mobility strategies and plans?	9.a To what extent has EU financial support helped meeting local mobility policy objectives?	Please specify	9.b Please explain the main reasons	9.c Could you suggest possible adjustment/solutions?	10. Did the EU financial support prove appropriate to improving urban mobility conditions and the use of alternative fuels?	10.a Why?
29							
30	I don't know					Not appropriate enough	
31	I don't know					Not appropriate enough	
32							
33							
34	I don't know					Not appropriate enough	CNG & LNG stations network deployment too slow

Respondent number	9. In your opinion, were the objectives of the project(s) and/or initiative(s) supported by the EU in line with local mobility strategies and plans?	9.a To what extent has EU financial support helped meeting local mobility policy objectives?	Please specify	9.b Please explain the main reasons	9.c Could you suggest possible adjustment/solutions?	10. Did the EU financial support prove appropriate to improving urban mobility conditions and the use of alternative fuels?	10.a Why?
35	Somehow	Very helpful	The funding helps to mitigate risks and additional cost of early stage developments that can trigger the development of new solutions and technologies by market players and trigger the demand by users. 9.b Please explain the main reasons: New solutions often come along with development risks and cost, that are difficult to cover for private market players, 9.c Could you suggest possible adjustment/solutions? This group of stakeholders (policy makers, users, suppliers) could, for example, regularly review the developments of the urban mobility policy and accordingly recommend actions where EU financial			Not appropriate enough	EU financial support should also be granted to <ul style="list-style-type: none"> • encourage and facilitate the deployment of recharging points for alternative vehicles not accessible to the public. • design new tailored funding programs to incentivize the acquisition of energy saving transport technologies. Incentives have the potential to incite investment in eco-efficient vehicles, electric and hybrid trucks and vans and aerodynamics features for all transport mode and ITS devices. Incentives can be both financial (such as subsidies and credits

Respondent number	9. In your opinion, were the objectives of the project(s) and/or initiative(s) supported by the EU in line with local mobility strategies and plans?	9.a To what extent has EU financial support helped meeting local mobility policy objectives?	Please specify	9.b Please explain the main reasons	9.c Could you suggest possible adjustments/olutions?	10. Did the EU financial support prove appropriate to improving urban mobility conditions and the use of alternative fuels?	10.a Why?
			support is needed. In particular, trials and industry driven solutions should be supported and facilitated				with low interest rate) and in-kind (such as priority access to city centers for low carbon vehicles).

Respondent number	9. In your opinion, were the objectives of the project(s) and/or initiative(s) supported by the EU in line with local mobility strategies and plans?	9.a To what extent has EU financial support helped meeting local mobility policy objectives?	Please specify	9.b Please explain the main reasons	9.c Could you suggest possible adjustment/solutions?	10. Did the EU financial support prove appropriate to improving urban mobility conditions and the use of alternative fuels?	10.a Why?
241	Somehow	Very helpful	<p>Financial support has been very helpful in a number of areas. For example, improving air quality for those living in, working in and visiting London is of upmost importance and cleaning up the bus fleet and delivering cleaner vehicles will be instrumental in reducing road transport based emissions in London. Trialling new technologies (such as electric or range-extended hybrid buses) and infrastructure solutions is crucial in achieving this objective and the financial support received through the ZeEUS project allowed us to do this. We believe such financial support should continue in order to accelerate the roll out of electro-mobility for a wider range of vehicles, including, Heavy Goods Vehicles and smaller vans, where technological advances to date have been slower paced than in other markets. Delivering the necessary</p>			Somewhat appropriate	

Respondent number	9. In your opinion, were the objectives of the project(s) and/or initiative(s) supported by the EU in line with local mobility strategies and plans?	9.a To what extent has EU financial support helped meeting local mobility policy objectives?	Please specify	9.b Please explain the main reasons	9.c Could you suggest possible adjustments?	10. Did the EU financial support prove appropriate to improving urban mobility conditions and the use of alternative fuels?	10.a Why?
37	Yes	Somewhat helpful				Somewhat appropriate	
38	Yes	Somewhat helpful	The funds are more useful if they support more the practical implementation and in development of stakeholders capability in choosing suitable solutions. Less methodology and more "intelligent practices".			Somewhat appropriate	

Respondent number	9. In your opinion, were the objectives of the project(s) and/or initiative(s) supported by the EU in line with local mobility strategies and plans?	9.a To what extent has EU financial support helped meeting local mobility policy objectives?	Please specify	9.b Please explain the main reasons	9.c Could you suggest possible adjustments?	10. Did the EU financial support prove appropriate to improving urban mobility conditions and the use of alternative fuels?	10.a Why?
39	Yes	Absolutely essential	A titre d'exemple, le projet Ticket to Kyoto a permis à des opérateurs locaux de se rencontrer. Cette synergie accompagnée des financements européens a accéléré la réalisation de projets répondant à des problématiques locales.			Very appropriate	
40							
41	Somehow	Very helpful	Many local authorities have set targets to make their mobility more sustainable, but often do not have sufficient budget means to invest thoroughly in sustainable mobility (other priorities). In most of the local authorities that benefited from EU financial support, the activities in the EU projects would not			Somewhat appropriate	

Respondent number	9. In your opinion, were the objectives of the project(s) and/or initiative(s) supported by the EU in line with local mobility strategies and plans?	9.a To what extent has EU financial support helped meeting local mobility policy objectives?	Please specify	9.b Please explain the main reasons	9.c Could you suggest possible adjustment/solutions?	10. Did the EU financial support prove appropriate to improving urban mobility conditions and the use of alternative fuels?	10.a Why?
			<p>have taken place without EU support or they have been able to increase the investments foreseen by local authorities for sustainable mobility. EU financial support can influence the priority investments and it helps to create and political support for sustainable mobility. However, not enough means go to the most efficient means of transport, the focus and investments in clean fuel and vehicles is much bigger than for cycling and is less cost-efficient.</p>				
42	Not fully			Variable results depending on the commitment	Stronger obligation on public authorities	Somewhat appropriate	

Respondent number	9. In your opinion, were the objectives of the project(s) and/or initiative(s) supported by the EU in line with local mobility strategies and plans?	9.a To what extent has EU financial support helped meeting local mobility policy objectives?	Please specify	9.b Please explain the main reasons	9.c Could you suggest possible adjustment/solutions?	10. Did the EU financial support prove appropriate to improving urban mobility conditions and the use of alternative fuels?	10.a Why?
				ent and political will of the local actors	ies to demonstrate commitment to change		
43							
44							
45	Yes	Somewhat helpful	Good for testing new approaches; in case of success transfer into standard operation;			Somewhat appropriate	
46							
47	Not fully			There should be clear guidelines from the EU in the		Somewhat appropriate	

Respondent number	9. In your opinion, were the objectives of the project(s) and/or initiative(s) supported by the EU in line with local mobility strategies and plans?	9.a To what extent has EU financial support helped meeting local mobility policy objectives?	Please specify	9.b Please explain the main reasons	9.c Could you suggest possible adjustment/solutions?	10. Did the EU financial support prove appropriate to improving urban mobility conditions and the use of alternative fuels?	10.a Why?
				use of alternative fuels in urban areas, specially for public fleets. Cities must follow the recommendations and have targets for alternative fuels included in their public			

Respondent number	9. In your opinion, were the objectives of the project(s) and/or initiative(s) supported by the EU in line with local mobility strategies and plans?	9.a To what extent has EU financial support helped meeting local mobility policy objectives?	Please specify	9.b Please explain the main reasons	9.c Could you suggest possible adjustment/solutions?	10. Did the EU financial support prove appropriate to improving urban mobility conditions and the use of alternative fuels?	10.a Why?
				procurement process.			

Effectiveness

Respondent number	11. Which objectives were achieved and to which extent?: public transport use, walking and cycling	11. Which objectives were achieved and to which extent?: air quality	11. Which objectives were achieved and to which extent?: congestion	11. Which objectives were achieved and to which extent?: use of alternative fuels and vehicles	11. Which objectives were achieved and to which extent?: road safety	11. Which objectives were achieved and to which extent?: efficiency of urban logistics	11. Which objectives were achieved and to which extent?: deployment of new communication and information technologies in transport (i.e. smartphone apps showing arrival of trains and buses)	11. Which objectives were achieved and to which extent?: mobility management	11. Which objectives were achieved and to which extent?: noise pollution
1									
2	Very much improved	Slightly improved	Slightly improved	Slightly improved	Slightly improved	Very much improved	Very much improved	Very much improved	Very much improved
3	Slightly improved	Slightly improved	Slightly improved	No change	Slightly improved	Slightly improved	Slightly improved	Slightly improved	Slightly improved
4									
5									
6		Very much improved		Very much improved					
7									
8									
9									
10									

Respondent number	11. Which objectives were achieved and to which extent?: public transport use, walking and cycling	11. Which objectives were achieved and to which extent?: air quality	11. Which objectives were achieved and to which extent?: congestion	11. Which objectives were achieved and to which extent?: use of alternative fuels and vehicles	11. Which objectives were achieved and to which extent?: road safety	11. Which objectives were achieved and to which extent?: efficiency of urban logistics	11. Which objectives were achieved and to which extent?: deployment of new communication and information technologies in transport (i.e. smartphone apps showing arrival of trains and buses)	11. Which objectives were achieved and to which extent?: mobility management	11. Which objectives were achieved and to which extent?: noise pollution
11	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know
12									
13									
14									
15	No change	Slightly improved	No change	Slightly improved	Slightly improved	No change	Slightly improved	No change	No change
16	Very much improved	Slightly improved	Very much improved	Slightly improved	Slightly improved	Slightly improved	Slightly improved	Slightly improved	Slightly improved
17	Slightly improved	Slightly improved	Slightly improved	Very much improved	Slightly improved	Slightly improved	Slightly improved	Slightly improved	Slightly improved
18	No change	No change	No change	No change	No change	No change	No change	Slightly improved	No change
19									
20									

Respondent number	11. Which objectives were achieved and to which extent?: public transport use, walking and cycling	11. Which objectives were achieved and to which extent?: air quality	11. Which objectives were achieved and to which extent?: congestion	11. Which objectives were achieved and to which extent?: use of alternative fuels and vehicles	11. Which objectives were achieved and to which extent?: road safety	11. Which objectives were achieved and to which extent?: efficiency of urban logistics	11. Which objectives were achieved and to which extent?: deployment of new communication and information technologies in transport (i.e. smartphone apps showing arrival of trains and buses)	11. Which objectives were achieved and to which extent?: mobility management	11. Which objectives were achieved and to which extent?: noise pollution
21									
22									
23									
24	Slightly improved	I don't know	I don't know	I don't know	I don't know	Slightly improved	I don't know	I don't know	Slightly improved
25									
26									
27	Slightly improved	Slightly improved	Very much improved	Very much improved	Slightly improved	No change	Slightly improved	Very much improved	Slightly improved
28									
29									

Respondent number	11. Which objectives were achieved and to which extent?: public transport use, walking and cycling	11. Which objectives were achieved and to which extent?: air quality	11. Which objectives were achieved and to which extent?: congestion	11. Which objectives were achieved and to which extent?: use of alternative fuels and vehicles	11. Which objectives were achieved and to which extent?: road safety	11. Which objectives were achieved and to which extent?: efficiency of urban logistics	11. Which objectives were achieved and to which extent?: deployment of new communication and information technologies in transport (i.e. smartphone apps showing arrival of trains and buses)	11. Which objectives were achieved and to which extent?: mobility management	11. Which objectives were achieved and to which extent?: noise pollution
30	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know
31	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know	
32									
33									
34	Slightly improved	Slightly improved	No change	Slightly improved	No change	Slightly improved	Very much improved	Slightly improved	No change
35		Slightly improved	Slightly improved	Slightly improved					Slightly improved
36	Very much improved	Slightly improved		Slightly improved	Slightly improved		Very much improved		No change
37	Very much improved	Slightly improved	No change	Slightly improved	Very much improved	I don't know	Very much improved	Slightly improved	No change

Respondent number	11. Which objectives were achieved and to which extent?: public transport use, walking and cycling	11. Which objectives were achieved and to which extent?: air quality	11. Which objectives were achieved and to which extent?: congestion	11. Which objectives were achieved and to which extent?: use of alternative fuels and vehicles	11. Which objectives were achieved and to which extent?: road safety	11. Which objectives were achieved and to which extent?: efficiency of urban logistics	11. Which objectives were achieved and to which extent?: deployment of new communication and information technologies in transport (i.e. smartphone apps showing arrival of trains and buses)	11. Which objectives were achieved and to which extent?: mobility management	11. Which objectives were achieved and to which extent?: noise pollution
38	Slightly improved	No change	No change	Slightly improved	No change	Slightly improved	Very much improved	Slightly improved	No change
39	Very much improved								
40									
41	Slightly improved	Slightly improved	No change	No change	No change	No change	Slightly improved	I don't know	I don't know
42	Slightly improved	I don't know	Slightly improved	No change			I don't know	Slightly improved	
43									
44									
45								Very much improved	
46									

Respondent number	11. Which objectives were achieved and to which extent?: public transport use, walking and cycling	11. Which objectives were achieved and to which extent?: air quality	11. Which objectives were achieved and to which extent?: congestion	11. Which objectives were achieved and to which extent?: use of alternative fuels and vehicles	11. Which objectives were achieved and to which extent?: road safety	11. Which objectives were achieved and to which extent?: efficiency of urban logistics	11. Which objectives were achieved and to which extent?: deployment of new communication and information technologies in transport (i.e. smartphone apps showing arrival of trains and buses)	11. Which objectives were achieved and to which extent?: mobility management	11. Which objectives were achieved and to which extent?: noise pollution
47	I don't know	Very much improved	I don't know	Very much improved	I don't know	I don't know	I don't know	I don't know	Very much improved

EU added value and SME participation

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
1						
2	Absolutely yes		Lack of political support; Institutional/regulatory constrains; Financial limitations		Yes	
3	Partly		Lack of political support		Partially	Yes, but not in the case of my town...
4						
5						

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
6	Yes		Lack of political support	local entities tend to mix the city air pollution, NO2 and PM, with the globalCO2 emissions.	Partially	Urban mobility improvement tends to be perceived as going electric, when the only real, available solution today for the mass transports is natural gas, compatible with zero CO2 emission when using biogas.
7						
8						
9						
10						
11	Partly	The complexity of the programmes make it sometimes difficult for			Yes	

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
		SMEs to participate in these projects, as they have limited resources.				
12						
13						
14						

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
15	Yes		Institutional/regulatory constrains;Financial limitations	Due to the political crisis of 2009-2011, there was no development in any project, everything was delaid until, well, now, or even the future, the governments kept changing, and no decisions were made, but somehow, the money, evaporated,	Absolutely yes	One good thing I can take out from these past years is the growth of the electric and hybrid cars, which were extensively publicized and comparticipated by the state.

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
16	Yes		Lack of political support; Institutional/regulatory constrains		Yes	
17	Absolutely yes		Social resistance		Absolutely yes	
18	No	es war nur ein Planungsbüro involviert	Financial limitations	Eine Umsetzung des E-Bike Rental Systems war unverhältnismäßig teuer	Yes	In MMOVE wurden viele best practice Beispiele aus Ulm umgesetzt Durch den Austausch konnte auch die eigene Vorgehensweise bestätigt oder durch Benchmarking verbessert werden
19						
20						

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
21						
22						
23						
24	Partly		Social resistance;Financial limitations;Technical complications		Don't know	
25						
26						
27	Absolutely yes		Lack of political support;Institutional/regulatory constrains;Social resistance		Yes	
28						

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
29						
30	No				Don't know	
31	No				Don't know	
32						
33						
34	No	too complicated for SME, not enough communication	Lack of political support; Financial limitations; Technical complications		Partially	

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
261	Partly	Objective: use of alternative fuels and vehicles Supportive would be the provision of grants, subsidies or credits for small and medium transport companies, that don't have the own financial capabilities or access to capital to finance the often higher initial invests into alternative fuel vehicles.	Lack of political support; Institutional/regulatory constrains; Financial limitations	Use of alternative fuels and vehicles: In general the technical maturity of fuelling solutions is appropriate. Main obstacles derive from the financial perspective. It needs to be taken into account, that the deployment of a fuel infrastructure requires in parallel an appropriate market growth of respective vehicles. From this end, besides one technical issue, some obstacles results that affect the overall business case and	Partially	The European Commission's urban mobility package of December 2013 delivers the appropriate policy framework to promote urban freight delivery best practices. The work done by the European Commission, the industry and city representatives already lead to a comprehensive list of best practices. Local authorities and industry must work together to implement, if necessary, specific and most appropriate solution(s) for each city.

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
36	No	Please disregard our answer, this was an mandatory question but we do not have a view.			Yes	EU-funded projects bring together partners from a range of Member States, supporting access to the expertise and knowledge of authorities and stakeholders from across the EU as well as providing a helpful platform for us to share information with others. Without these projects, it would be much more difficult to find forums that support similar partnership and sharing of knowledge. The coordination role that the European Commission plays is important in ensuring the dissemination of knowledge and expertise after the project, and learning lessons from other Member

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
						States and their transport models.
37	No	Depending on funding program: extreme administrative burden generating overwhelming non-revenue related work,	Institutional/regulatory constrains; Financial limitations; Technical complications		Partially	

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
		also, extremely long timeframe for payment of eu financial support.				
38	Partly	For some programme where I believe the participation of SME could provide an added value the participation of SME is not encouraged . For example for the INTERREG		Not clear	Yes	Very useful if this exchange of knowledge and experiences provide a real photo of success and drawbacks underlying also the different aspects including organization and operations dimensions

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
		<p>programmes. For other programme, see H2020 the mechanism proposal formulation (2 stages), the length of evaluation and decision process affect the SME participation. Finally the evaluation criteria and mechanism are not very clear and</p>				

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
		some time not appropriate don't push this participation or the tentative to participate again after a first negative results.				
39	No		Financial limitations		Absolutely yes	Le succès collectif du projet Ticket to Kyoto a un modèle d'échanges européens. Les résultats sont disponibles et peuvent être exploités par d'autres villes.
40						
41	No	The complex and slow	Institutional/regulatory constrains;Financial		Partially	There is also a need of EU financing for wide scale uptake

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
		administrative process of applying for EU financing does not correspond to the SME context (lack of time, knowledge, resources, experience with EU financing) and it is even difficult for NGO's.	limitations; Technical complications			and implementation of already proven best practices.

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
42	No	Token effort to include an SME in consortia is not the same as an effective SME strategy within mobility policies SMES at a local level are often the biggest objectors to sustainable transport measures and this is not addressed	Lack of political support	Projects must all have high level political commitment to change	Absolutely yes	

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
43						
44						
45	Partly				Absolutely yes	Especially when new concepts are tested it is very helpful to be informed about experiences in other cities.
46						

Respondent number	12. Have the conditions been appropriate to encourage SME participation?	12.a Why?	13. Where expectations have not been met, what factors have hindered the achievement of the objectives?	13a. Please elaborate	14. Do you consider EU funded initiatives aimed at sharing of experiences and/or knowledge exchange among EU cities in the field of sustainable urban mobility and use of alternative fuels useful?	14a. Please explain
47	Partly	Subsidies and tax exemption should be provided to SME to encourage the use of alternative fuels and cover the delta cost between traditional technologies and the investment needed to use alternative fuels (CNG buses and refuelling stations)	Lack of political support; Financial limitations; Technical complications	- Incentives should be provided to encourage cities to use alternative fuels - Clear targets to a minimum % of alternative fuels vehicles in the public fleets - Evaluate the cost-effectiveness of the use of alternative fuels, being CNG the technology that can archive the best results in the shorter term, with available technology at affordable prices both the equipment (vehicle and stations) and the fuel (natural gas and biomethane)	Partially	There is a lack of a clear comparison on the use of different alternative fuels in public fleets (CNG, hydrogen, electric), the environmental benefits and cost of implementing each alternative, in order to allow cities to set long-term plans based on the cost and the expected results. The industry must be involved and explain what is technically viable and the cost related to the implementation to each technology, also taking into account how this would affect the cities future investment plans. Technology neutral approach from the EU institutions side on the use of alternative fuels, may lead in some cases to a lack of commitment and guidance for cities when deciding on the use of new alternative fuels on the commitment to reduce oil dependency and improvement of the air quality. Cities should

Respondent number	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Environmental sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Social sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Physical and operational sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Organisational sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Institutional and regulatory sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Economic sustainability
1						
2	Absolutely yes	Absolutely yes	Absolutely yes	Absolutely yes	Absolutely yes	Absolutely yes
3	Partly	Partly	Partly	Partly	Partly	Partly
4						
5						
6	Partly		Partly			
7						
8						
9						
10						
11	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know
12						

Respondent number	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Environmental sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Social sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Physical and operational sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Organisational sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Institutional and regulatory sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Economic sustainability
13						
14						
15	Yes	Partly	No	No	No	No
16	Yes	Yes	Partly	Yes	Partly	Partly
17	Absolutely yes	Absolutely yes	Yes	Partly	Yes	No
18	No	No	Don't know	Partly	No	No
19						
20						
21						
22						
23						
24	Yes	Partly	Don't know	Partly	Yes	Partly
25						
26						

Respondent number	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Environmental sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Social sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Physical and operational sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Organisational sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Institutional and regulatory sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Economic sustainability
27	Yes	Partly	Partly	Yes	Partly	Partly
28						
29						
30	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know
31	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know
32						
33						
34	Don't know	Don't know	Don't know	Don't know	Don't know	Don't know
35	No		No			No
36	Partly	Yes	Yes	Yes	Yes	Partly
37	Yes	Partly	Partly	No	No	No
38						
39	Absolutely yes	Partly	Yes	Partly	Yes	Don't know
40						

Respondent number	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Environmental sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Social sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Physical and operational sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Organisational sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Institutional and regulatory sustainability	15. From your experience, were the project(s) and/or initiative(s) supported by the EU sustainable in the long term, i.e. after the end of the financial support, in terms of:: Economic sustainability
41	Yes	Yes	Yes	Partly	Partly	Partly
42	Yes	Partly	Partly	Partly	Yes	No
43						
44						
45	Yes					
46						
47	Yes	Don't know	Don't know	Don't know	Partly	Partly

Sustainability

Respondent number	16. What were the main factors leading to long term sustainability?	17. What were the main barriers hampering long term sustainability?
1		
2		
3	More friendly cities regarding to walking and cycling...	Bad urban and traffic planning. Social misjudgements...
4		
5		
6	EU likes to be "technology neutral", but this is incompatible with taking priorities in function of the real positive contribution of each alternative fuel.	The fact of mixing what we would like with the real, available and valid alternatives offering good solutions to the today's problems.
7		
8		
9		
10		
11	The projects presented have not been awarded yet so we cannot tell.	The projects presented have not been awarded yet so we cannot tell.
12		
13		
14		

Respondent number	16. What were the main factors leading to long term sustainability?	17. What were the main barriers hampering long term sustainability?
15	The increasing numbers of electric cars, and the reduction of fossil fueled cars, leading into a more breathable atmosphere and an intermodality in the transportation.	Governmental insecurities, lack of cohesion in decision making and a lack of economical backup for government finances,
16	Political support on long term	financial support, funding
17		
18	Umsetzung von MMOVE war aus finanziellen Gründen nicht möglich.	fehlende Finanzierung, auch keine Unterstützung durch die Region.
19		
20		
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24		
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27		
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29		
30		
31		

Respondent number	16. What were the main factors leading to long term sustainability?	17. What were the main barriers hampering long term sustainability?
32		
33		
34	Economic and regulatory	social
35	Long term sustainability can only be reached with a focus on projects and stakeholders that follow long term targets with their projects and offer the opportunity for up scaling also after the end of the funding. Additionally policy and funding support after the research phase and before full market uptake is essential to overcome a critical barrier in market development.	see 16.
36	In our experience, the most successful projects in terms of long-term sustainability have been the ones where we have been able to use the outcomes (for example, lessons learnt from technology trials) to inform the development of future policies and subsequent projects. For example, UNPLUGGED helped us meet our policy objective to trial innovative ultra-low emission vehicles and charging solutions. This informed the development of a subsequent project, ZeEUS, which looked at inductive technology trials more closely. We have also been able to combine several projects to meet our overall policy objectives. For example, Eliptic, UNPLUGGED and ZeEUS all assisted us in meeting the overall objectives set out in our Ultra Low Emission Vehicle Delivery Plan (https://tfl.gov.uk/corporate/about-tfl/corporate-and-social-responsibility/environment) by tackling specific areas of interest (for example, investigating the feasibility of linking existing electric transport infrastructure to promote the uptake of EVs or trialling new technologies to accelerate their roll-out).	N/A
37		

Respondent number	16. What were the main factors leading to long term sustainability?	17. What were the main barriers hampering long term sustainability?
38	The measures/solutions should be more realistic and appropriate to the needs and requirements of the CITY. In particular only an improvement of collective transport services (with its different implementations and solutions) could guarantee the long term sustainability	The lack of capability in understanding the complexity of the solutions and in the superficiality in adopting “fashion “ measures for mobility needs that require public/collective transport solutions.
39		
40		
41	EU financed projects that are accompanied by qualitative cycling infrastructure or restriction of car use in urban centres, collaboration between different departments of local and regional authorities, easy-to-use project material (short fact sheets), good monitoring of mode shift data.	Lack of budgets for sustainable mobility after the end of the EU financing, lack of monitoring of mode shift data for all modes and progress installed during the project and remaining after the project (eg. bicycle counters are non eligible for financing).
42	Longer term funding periods to establish change Inclusion of infrastructure commitments as part of or alongside other commitments	Short initiatives Initiatives without political backing
43		
44		
45	Successful approaches, developed in EU funded projects are still running and keep on improving urban mobility conditions.	No continuous operation or city-wide roll-out due to financial constraints.
46		

Respondent number	16. What were the main factors leading to long term sustainability?	17. What were the main barriers hampering long term sustainability?
47	<ul style="list-style-type: none"> - Encouraging cities to use new technologies and alternative fuels - Find an available solution that can archive good results in short term - The use of new technology (CNG buses) that proves energy efficiency and less emissions 	<ul style="list-style-type: none"> - Lack of long-term plan on the use of alternative fuels - Administrative burden of the procurement process to allow new technologies in the market - Lack of investment in needed infrastructure

Annex III: Details of case studies

The following tables (one for each city) provide details on the 25 case studies.

Details concern: acronym of the project (project title), EU financial tool (F.I), EU contribution (EU Amount), financial period (F.P), project typology (Type of project), stage of the project (Stage). Contact persons follow at the bottom the table.

The following legend is provided to explain the acronyms and the definitions used:

Acronym	Description
F.I	Financial tool and tools (loans in the EIB case, or grants)
F.P	Financial period (2000-2006 or 2007-2013)
SUM/AF	Type of project: <ul style="list-style-type: none"> Sustainable Urban Mobility (SUM) Alternative Fuels (AF)
R/E/P/I	Project stage: <ul style="list-style-type: none"> Research stage (R) Exploring market opportunities and feasibility studies stage (E) Pilot or demonstration stage (P) Implementation stage (I)

1. Athens (Greece)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
Athens Metro 1 & 2	EIB (loans)	200,000,000	2007-2013	SUM	I	*
Athens Metro B	EIB (loans)	850,000,000	2007-2013	SUM	I	*
Sectoral operational programme 'Reinforcing Accessibility' and Regional operational programme 'Attiki'	ERDF	50,862,390	2007-2013	SUM	I	**

Contact person:

* George Leoutsakos

** Thanasis Matzoros (Managing Authority OP Transport & Environment)

2. Barcelona (Spain)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
CUTE	FP5	1,385,550	2000 - 2006	AF	P	*
Línia 9/10 Metro de Barcelona	EIB (loans)	2,481,000.000	2007 - 2013	SUM	I	**

Contact person:

* Pedro Malavia Cuevas (Director de Projectes, Departament de Territori i Sostenibilitat), Lluís Farran i Carbonell (Responsable d'Estudis del Gabinet Tècnic – GENCAT)

** Michael Pellot (Director of International Affairs at TMB), Oscar Sbert (TMB, retired)

3. Bratislava (Slovakia)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
Renewal of trams in Bratislava	Cohesion Fund	61,410,375	2007-2013	SUM	I	*
EDITS (European Digital Traffic Infrastructure)	ERDF	1,907,599	2007-2013	SUM	I	*

Contact person:

* Ivan Bútora (Strategic Development Department of Transport – City of Bratislava)

4. Bremen (Germany)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
MOSES	FP5	179,982	2000 - 2006	SUM	I	*
MOMO CAR-SHARING	IEE	392,080	2007-2013	SUM	P	*

Contact person:

* Michael Glotz-Richter

5. Bucarest (Romania)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
COMMERCE	IEE	125,000	2007-2013	SUM	I	*
Rail4SEE	ERDF	150,000	2007-2013	SUM	P	*
YOUTH	IEE	443,145	2007-2013	SUM	I	*
Extension of Bucharest Metro Line 5 part II	ERDF	465,000,00	2007-2013	SUM	I	*

Contact person:

* Florin Dragomir

6. Budapest (Hungary)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
Budapest tramlines set for major upgrade	Cohesion fund/ ERDF	117,673,466	2007-2013	SUM	I	*
Budapest-Metro Line 2-M2 Rolling Stock	EIB (loans)	85,000,000	2007-2013	SUM	I	**

Contact person:

* Gergely Horn (Bkk Centre For Budapest Transport)

** Aron Palvolgyi (Budapest Transport Closely Held Corporation (BKV))

7. Donostia- San Sebastián (Spain)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
ARCHIMEDES	FP7	1,673,222	2007-2013	SUM	P	*
SITE	ERDF	150,000	2007-2013	SUM	P	*

Contact person:

*Miguel Mateos Arribas (Consultant Gea 21)

8. Funchal (Portugal)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
Eco Line in the city of Funchal	ERDF	467,500	2000-2006	SUM	I	*
AD Personam	IEE	102,382	2007-2013	SUM, AF	R	*
CIVITAS MIMOSA	FP7	2,052,964	2007-2013	SUM	I	*

Contact person:

*Claudio Mantero (Funchal project manager)

9. Gdansk (Poland)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
MIMOSA CIVITAS	FP7	1,279,038	2007-2013	SUM, AF	P	*
MoCuBa	INTERREG III B	50,475	2000-2006	SUM	R	*
Tapestry	FP5	170,000	2000-2006	SUM	R	*

Contact person:

*Malgorzata Ratkowska (Gdansk municipality)

10. Göteborg (Sweden)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
TELLUS	FP5	823,674	2000-2006	SUM	I	*
CATALIST	FP6	99,869	2007-2013	SUM	I	*
Carma	FP5	359,166	2007-2013	SUM	P	*
START	IEE	223,31	2007-2013	SUM	R	*

Contact person:

*Michelle Coldrey

11. Graz (Austria)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
Go Pedelec!	IEE	574,040	2007-2013	SUM	P	*

ASTUTE	IEE	312,465	2000-2006	SUM	E	*
TRANSPower	FP6	100,000	2000-2006	SUM	E	*
SUGRE	IEE	44,694	2000-2006	AF	E	*

Contact person:

* Gerhard Ablasser

12. Helsinki (Finland)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
Citymobil2	FP 7	15,444	2015	SUM	P	*
Westmetro	EIB (loans)	450,000,000	2007-2013	SUM	I	**
Helsinki-Leppavaara City Rail	EIB (loans)	80,000,000	2000-2006	SUM	I	***
Helsinki City Rail loop	TEN-T	5,000,000	2007-2013	SUM	R	****

Contact person:

*Topias Pihlava (Project manager Citymobil 2)

**Ari Päivärinta (Helsinki City Transport)

***Arto Tevajärvi (Finnish Transport Agency)

**** Lindberg Jussi (Finnish Transport Agency)

13. Krakow (Poland)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
Extending Kraków's Fast Tram line	Cohesion fund	55,020,170	2007 -2013	SUM	I	*
CARAVEL	FP6	1,190,661	2000-2006	SUM	P	*

Contact person:

*Magdalena Drobniak – Salitra (Head of the Organisation and Management Department, MPK)

**Tomasz Zwolinski (Krakow Municipality)

14. London (United Kingdom)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
EPOMM PLUS	IEE	132,450	2007 -2013	SUM	P	*
ASTUTE	IEE	299,517	2000-2006	SUM	I	*
COMMERCE	IEE	99,014	2007 -2013	SUM	I	*
PIMMS	INTERR EG	471,680	2007 -2013	SUM	P	*
TRAILBLAZER	IEE	82,000	2007 -2013	SUM	P	**

Contact person:

* Mr. German Dector

** Mr. Alex Forrest

*** Mr. Alex Quayle

15. Madrid (Spain)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
BEST	FP6	479,695	2000-2006	AF	P	*
EBSF	FP7	491,161	2007 -2013	SUM	R/P	**
METRO DE MADRID	EIB (loans)	2,110,000,000	2000-2006	SUM	I	**
ASSET	FP6	150,000	2006-2009	SUM	R	**
ICT-EMISSIONS	FP7	259,000	2007 -2013	SUM	P	**
TRANSFORUM	FP6	50,000	2007 -2013	SUM	E	**

Contact person:

* Ignacio Ramos

** Prof. Aranguren

16. Malmö (Sweden)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
SMILE	FP	3,456,526	2000-2006	SUM	P	*
Advance	IEE	350,000	2007 -2013	AF	I	*
Öresund som cykelregion	ERDF		2007 -2013	SUM	I	*

Contact person:

* Christian Resebo

17. Odense (Denmark)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
AENEAS	IEE	279,505	2007 -2013	SUM	I	**
MOBILIS	FP6	859,590	2000-2006	SUM	P	*

Contact person:

* Connie Juel Clausen (Odense Municipality)

**Dorthe Gyldenlund Råby (Odense Municipality)

18. Perugia (Italy)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
Green Post	IEE	30,498	2007 -2013	AF	P	*
H2Power	LIFE	633,943	2007 -2013	AF	R	*
Renaissance	FP	3,985,711	2007 -2013	SUM	P	*

Contact person:

*Leonardo Naldini, Director of Mobility and Transport, city of Perugia

19. Rome (Italy)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
MIRACLES	FP6	2,657,551	2000-2006	SUM	P	*
CITEAIR II	Cohesion fund	150,000	2007 -2013	SUM	I	*
SPICYCLES	IEE	65,200	2007 -2013	SUM	R/P	*

Contact person:

* Fabio Nussio (Rome Municipality)

20. Rotterdam (The Netherlands)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
ECOSTARS	IEE	151,111	2007 -2013	SUM	I	
CIVITAS CATALIST	FP5	115,756	2007 -2013	SUM	R	

21. Sofia (Bulgaria)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
MODUM	FP7	250,542	2007 -2013	SUM	R	*
SUM	ERDF	150,000	2007 -2013	SUM	P	*
PIMMS Transfer	Cohesion Fund	286,319	2007 -2013	SUM	P	*

Contact person:

*mavramov@sofiatraffic.bg

22. Stockholm (Sweden)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
Baltic Biogas Bus	ERDF	938,940	2007 -2013	AF	I	*
BEST	FP6	1,191,559	2007 -2013	AF	P	**
CLEAN TRUCK	LIFE	1,280,195	2007 -2013	AF	I	***
TRENDSETTER	FP5	3,939,246	2000-2006	SUM	P	**
MOSES	FP5	179,982	2000-2006	SUM	I	****
CUTE	FP5	2,061,245	2000-2006	AF	P	****
E-TOUR	FP5	69,636	2000-2006	SUM	I	****
NICHE	FP6	1,050,000	2000-2006	SUM	E	**
BIOGASMAX	FP6	780,849	2007 -2013	AF	P	****
CATALIST	FP6	241,817	2007 -2013	SUM	P	****

Contact person:

*Stefan Wallin (City of Stockholm)

**Gustaf Landahl (City of Stockholm)

***Per Erik Österlund (City of Stockholm)

****Eva Sunnerstedt (City of Stockholm)

23. Stuttgart (Germany)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
ACTIVE ACCESS	IEE	81,087	2007 -2013	SUM	P	*
Go Pedelec!	IEE	77,397	2007 -2013	SUM	P	*
DEMOCRITOS	FP7	60,107	2007 -2013	SUM	R	*
CARAVEL	FP6	102,930	2000-2006	SUM	E	*

Contact person:

* Wolfgang Forderer

24. Toulouse (France)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
Metro de Toulouse II	EIB (loans)	600,000,000	2001 – 2007 (all combined)	SUM	I	*
MOBILIS	FP6	3,226,338	2000-2006	SUM	P	**

Contact person:

* Christian Amiel (Financial Director at TISSEO – PT authority of Greater Toulouse)

** Mary Mallicet (EU Project Manager at TISSEO)

25. Utrecht (The Netherlands)

Project title	F.I	EU Amount €	F.P	Type of project	Stage	Contact person
CIVITAS MIMOSA	FP7	2,899,369	2007 -2013	SUM	I	*
SEGMENT	IEE	179,205	2007 -2013	SUM	R/P	*

Questionnaire on the evaluation of EU financial funding of projects in sustainable urban mobility and the use of alternative fuels in urban areas

Guideline to fill in the questionnaire and guidance document to interviews

Specific project information

July 2015

On 2014, under the DG MOVE's Framework Contract MOVE/A3/119-2013, the European Commission launched a study on the "Ex-post evaluation of EU financial support to sustainable urban mobility and to the use of alternative fuels in EU urban areas".

Contents and scope of the study are illustrated in the presentation letter drafted by the European Commission, DG MOVE, and sent to you separately.

In such a context, 25 European cities have been identified. In each city we ask to the people in charge (e.g. transport policy makers and local administrators), to evaluate at least two (or more) projects in the fields of sustainable urban transport and the use of alternative fuels. The projects must be completed among 2002 and 2013.

Each project should be managed under a different EU financial tool, to be selected among the following:

1. Structural funds, i.e. the European Regional Development Fund, including INTERREG
2. Cohesion Fund
3. The LIFE programme
4. The 5th, 6th and 7nd Framework Programme, i.e. the CIVITAS Initiative
5. Intelligent energy Europe (IEE), including Energy in Transport (STEER)
6. TEN-T Funding
7. European Investment Bank tools

The present document is a guideline to collect the relevant information for each project.

It is divided in two parts, with different cover page colours:

1. Part I: the green part. It requires metadata and statistics related to the city, partially filled in by the consultants. We ask you to check and complete the missing parts;
2. Party II: the red part. It contains project specific information. We will contact you for interviews or on-site visits to complete the missing information.

Part II : Project specific information

Section 1: Project evaluation

This section aims at providing quantitative and qualitative information needed to respond to the following six evaluation questions: 1.Relevance, 2.Effectiveness, 3.Efficiency, 4.European added Value, 5.Coherence and 6.Sustainability.

Data and information collected under this section are related to **each project** as indicated in the Part I.

Please respond to each question providing when possible with **quantitative and/or qualitative data, depending on the question under examination**. This work will be completed with interviews and desk research (one per project).

Name of project:

Type of financial tool:

2.A Relevance

2.1.1

Please describe the reasons for a satisfactory, partly satisfactory or not satisfactory relevance of EU funding to the actual city needs (sustainable mobility)		
Satisfactory (please specify)	Partly satisfactory (please specify)	Not satisfactory (please specify)

Please describe the reasons for a satisfactory, partly satisfactory or not satisfactory relevance of EU funding to the actual city needs (use of alternative fuels)		
Satisfactory (please specify)	Partly satisfactory (please specify)	Not satisfactory (please specify)

2.1.2

Please, make suggestions on possible adjustments to the financial tools (please, specify if related to sustainable urban mobility or use of alternative fuels)
•

2.B Effectiveness

2.2.1

Please, indicate who were the participants to the project, e.g. city, transport operator, industry, etc	What have been incentives for participants?	Have these incentives been met?
Would the project have been carried out without EU funding (yes/no)?		
What has been the leverage effect of EU funding (please describe)?		

2.2.2

Which objectives were achieved and to which extent? (please indicate the results of the project in terms of quantitative indicators achieved as indicated in the below examples (only available data):
(Project impacts indicators:; e.g. Air quality and emissions indicators (e.g. CO, particulate levels, particulate emissions from measured data), (ii) Congestion (e.g. average speed in the network - peak/off peak), (iii) Safety (e.g. Injuries and deaths caused by transport accidents), (iv) Modal share (e.g. Average modal split-passengers), (V) Noise perception, (Vi) Use of alternative fuels (e.g. fuel mix))

Can you indicate a list of factors affecting the project results?

2.2.3

In which funding stage is the project carried out (please select appropriate stage)?	
Research stage	
Exploring market opportunities and feasibility studies stage	
Pilot or demonstration stage	
Implementation stage	
What type of actors are/have been involved in the project (please select appropriate actors)?	
Municipality	
Transport organisation	
Research institute, university, consultant	
Manufacturer of vehicles	
Infrastructure manager	
Other, please specify	
What type of goals are carried out in the project (please select appropriate goals)?	
Projects enhancing the quality, security and accessibility of public transport services	
Projects promoting alternative fuels	
Projects raising attractiveness, safety and security of walking and cycling	
Projects contributing to a better integration of the different modes	
Projects improving the efficiency of urban logistics, including freight delivery	
Projects fostering a change to a better mobility management	
Projects promoting the implementation of ITS systems	
Other, please specify:	
=Please, indicate the most effective association of funding stages, actors, and goals (initiatives) and provide a brief explanation	

--

2.2.4

Are the range of actors involved appropriate for achieving the project's objectives (Y/N - please explain)?
Are SMEs involved in the project (Y/N)? Have the conditions been appropriate to encourage SME participation (please explain)?

2.2.5

What objectives have not been met?	What factors have hindered the achievement of the objectives?

2.C Efficiency

2.3.1

Please specify the cost efficiency of reaching the project goals based on cost benefit analyses (CBA), multi-criteria-assessments (MCA) or similar. If possible please discuss along impact categories (hours of congestion, tons of air pollutants and CO2 emissions, death casualties and injuries through accidents, etc.).

<p>If not, what were and why the factors of failures? (Assessment from the interpretation of the combination of project stage and actors receiving the funds: funding sources, stage of project, problem encountered, beneficiaries, delays. Collection of factors – failures and barriers – to meet the project objective. Final interpretation of the factors)</p>

2.3.2

<p>Given the project’s objective, at what stage is funding most efficient?</p>	
Research stage	
Exploring market opportunities and feasibility studies stage	
Pilot or demonstration stage	
Implementation stage	
<p>Given the project’s objective, for what actors is funding most efficient?</p>	
Municipality	
Transport organisation	
Research institute, university, consultant	
Manufacturer of vehicles	
Infrastructure manager	
Other, please specify	

2.3.3

<p>Has the project been affected by major unsustainable urban mobility conditions? If so, please present and briefly explain.</p>

2.3.4

<p>Could the same project results have been achieved with less funding (Y/N)? If so, please explain.</p>

2.D European added value

2.4.1

What is the additional value resulting from the EU intervention(s) ? Please, illustrate the additional value provided by the EU funding and briefly explain

--

2.4.2

What would have happened if the EU would not have intervened ? Please, indicate possible consequences if the EU funding would have not intervened

--

Is there still a need for EU funding in the area of sustainable urban mobility and the use of alternative fuels in EU urban areas ? Please, indicate possible area on intervention of EU funding

--

2.E Coherence

2.5.1

Has an urban mobility strategy or plan been developed for your municipality (Y/N)? If so, what is the name of the document and can a copy of the document be made available?

--

If yes, to what extent has the project helped achieving the objectives of these strategies or plans? Please explain.

--

2.5.2

To what extent has the project been complementary to other initiatives with other objectives, such as environment, climate change, research and development, energy, enterprise policy? Please explain.

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2.5.3

Please list other projects or initiatives funded under the selected/evaluated EU tools carried out in your municipality?

To what extent is this project synergetic or conflicting with the project under review?

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2.F Sustainability

2.6.1

Would the project results be sustainable after the ending of the EU funding? If yes/no, please explain why.
Which factors influence that sustainable results are achieved? Please briefly illustrate the key factors.

Section 2: Enabling Mechanisms

This section identifies the factors that have contributed to the successful elements of the project, according to the interviewees opinion.

Please select the most relevant five enablers:

Possible enablers	Ranking from 1 (max) to 5 (min)
Commitment of key actors based on political and/or strategic motives	
Presence of a sustainable development agenda or vision	
Impact of a local election	
Pressure of the problem(s) causes great priority	
Shared sense of urgency among key stakeholders to sustainable mobility	
Coalition between key actors due to shared/complementary material interests and expectation of redistributive benefits	
Facilitating cultural circumstances and life style patterns	
Facilitating administrative structures, procedures and routines	

Facilitating laws, rules, regulations and their application	
Availability of public funds and subsidies	
Exchange with other measures or cities on experiences and lessons learned	
Constructive and open involvement of policy key stakeholders	
Constructive and open consultation and involvement as well as awareness of citizens or users	
Accurate or visionary technical planning and analysis to determine requirements of measure implementation	
Accurate economic planning and market analysis to determine requirements for measure implementation	
Thorough user needs analysis and good understanding of user requirements	
Constructive partnership arrangements and open involvement of key actors and/or stakeholders	
Motivation of 'local champions' motivating actors and catalyzing the process	
New potentials offered by technology	
Other, please describe	

Section 3: Barriers

This section identifies the factors hindering the operational efficiency of the funding schemes, according to the interviewees opinion.

Please select the most relevant five barriers:

Possible activities	Ranking from 1 (max) to 5 (min)
(Co-) development of agenda towards or vision on sustainable development and use of alternative fuels	
Analysis of problems towards sustainable mobility and use of alternative fuels to be solved	
Communication with key stakeholders (politicians etc) about the sustainability problems and use of alternative fuels to be solved	
Public awareness campaign about the sustainability problems to be solved	
Bringing together key stakeholders to discuss the sustainability problems to be solved (sharing different viewpoints)	
Analysis of and proposals to change impeding rules, structures, legislation etc.	
Activities to exchange experiences with other measures / cities (workshop, conference, focus group etc)	

Public awareness campaign about the measure through media activities	
Involvement of key stakeholders (politicians etc) in the measure	
Consultation of target groups by workshop, conference, focus group, expert meeting etc	
Consultation of target groups by face-to-face interviews or questionnaires	
Consultation of target groups by telephone interviews or questionnaires or web based questionnaires	
Activities to raise the competences of the measure partners (for example special courses etc)	
Activities to raise the motivation of the measure partners (for example extra measure meetings)	
Raising or attempting to raise additional financial budget for the measure	
Raising or attempting to raise additional 'time budget' for the measure	
Raising or attempting to raise additional technical resources for the measure (all kind of equipment)	
Other, please describe	

Section 4: Assessment of the financial tools synergies and interplay

In principle, this section should be drafted mainly by the consultants, through the identification of synergy among the tools and stages of the projects. The ultimate objective is to use information collected in the above sections to evaluate the financial tools synergy, including possible areas of conflict and lessons learnt. **However, useful input (opinions) could be collected through the interview and questionnaire, to the extent that the interviewee has an opinion of synergy and interplay among the different EU funding tools.**

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