

JASPERS Capacity Building Workshops on National SUMP Support Programmes

Final Report

June 2025

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1. The TEN-T Regulation and NSSPs

Regulation 2024/1679 (the TEN-T Regulation), published in June 2024, included requirements relating to the planning of mobility in the newly defined 431 Urban Nodes. The requirements relating to the Urban Nodes include the establishment of a Sustainable Urban Mobility Plan and collection of Urban Mobility Data by December 2027, the provision of Multi-Modal Passenger Hubs by 2030, and the development of at least one Multi-Modal Freight Terminal (subject to cost-benefit analysis) by December 2040.

The Regulation therefore places a role on Cities in the delivery of TEN-T priorities, particularly in those aspects which may not have been traditionally in the remit of national authorities (i.e. Sustainable Urban Mobility Planning). Recognising this, the Regulation also required the definition of a National SUMP Contact Point to support cities to prepare and implement SUMP and related measures, as well as to act as a national liaison with the relevant European Transport Corridor Coordinator in the preparation of the Work Plan.

Furthermore, the Regulation requests that Member States establish a national SUMP programme (NSP, also known as national SUMP support programme - NSSPs). Such a programme would aim to support local authorities in the development of high-quality SUMPs, as well as reinforcing the monitoring and evaluation of the SUMP implementation through appropriate measures, guidance, capacity building, assistance and possibly financial support.

The NSSP concept has been already applied by some Member States in different forms, with the design of the support programme being tailored to the specific needs of that Member State. A survey by PROSPERITY in 2019 concluded that there were only 6 cases of well-established urban transport planning frameworks that incorporates SUMPs which were fully supported from the national/regional level. As such, albeit starting from a modest base, this starting position did provide good basis from which to build and share knowledge. In May 2019, much of the baseline understanding was incorporated into a Practitioner Briefing entitled National SUMP Supporting Programmes¹ which was published as part of the portfolio of EU SUMP Guidance.

As part of the mainstreaming of NSP across all Member States, EIB-EIB-JASPERS was engaged by DG-MOVE to facilitate a series of workshops which would bring together the various National Contact Points (and other delegated persons) and embark on a process of Capacity Building and knowledge sharing. The driving objective was:

‘to facilitate exchanges of experience, good practice examples and results for relevant staff from ministries and national/regional agencies in different Member States on their NSSPs’.

The workshops took place between June 2024 and April 2025 via four distinct events, and in aggregate brought together National Contact Points from 25 of the 27 Member States². This Report presents an overview of the events and the key messages arising from them to be considered by the Commission in the establishment of the forthcoming NSSP Secretariat. In addition to presenting the findings of the workshops, this report also includes a number of general considerations which are compiled by a collaboration of views of the experts from EIB-JASPERS and the consortium delivering the NSSP workshops.

¹https://urban-mobility-observatory.transport.ec.europa.eu/document/download/13917fc6-0e5a-4351-8866-97a1fd08ff78_en?filename=national_support_frameworks_for_sumps.pdf

² Austria, Belgium, Croatia, Cyprus, Czech Republic, Denmark, Estonia, France, Finland, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden

2. Workshop Programme, Participants and Findings

2.1. Overview

The work programme for NSSPs involved the following structure:

- An introductory session to NSSPs, held in Brussels on 11th June 2024, inviting National Contact Points from all Member States to join either in-person or online; and
- Practical workshops on NSSPs, with in-person attendance of National Contact Points distributed across two separate events, undertaken in Brussels on 16th October 2024, Athens on 10th and 11th December 2024 and in Prague on 3rd and 4th April 2025.

Information on the events is available on the dedicated webpage on the EIB-JASPERS website³.

In each case, the workshop included an evening networking event which provided the opportunity for participants to exchange experiences and engage in informal discussions. The networking events were well attended and built rapport amongst the national representatives, setting the tone for a strong collaboration amongst the group.

2.2. Introductory session on NSSPs

2.2.1. Content

The Introductory Workshop, held on 11th June 2024 in Brussels, was the first gathering of representatives from various EU Member States on the topic of NSSPs. The event focused on introducing the concept of NSSP, showcasing best practice examples and identifying additional NSSP training needs. The agenda for the event and list of participants is presented in Annex 1 of this report.

The introductory event was undertaken through hybrid format, in order to maximise attendance, and took place over a half-day. As an introductory session, the event was focused on delivery of information and case studies, with some time allowed for general interaction with delegates. The discussion covered:

- General introduction to NSSPs;
- NSSPs from the perspective of the European Commission;
- Case Studies of NSSPs for 2 locations – Flanders and Greece;
- Panel Discussion on Specific Challenges; and
- General Q&A.

The event gathered in total 51 national/regional representatives (10 in-presence and 41 online) from 21 Member States.

2.2.2. Summary of the Discussion

The workshop began with a presentation on the perspective of NSSPs from DG MOVE and was followed by an overview of the EIB-EIB-JASPERS' upcoming SUMP training sessions and NSSP workshops by EIB-JASPERS. Participants then engaged in a Q&A session and discussion.

³ <https://jaspers.eib.org/knowledge/events/sustainable-urban-mobility-plan-sump-training-sessions>

An introduction to the topic of NSSPs was provided, setting the stage for a broader understanding of their importance as well as their barriers and key challenges. Perspectives from the national level were shared by representatives from the Flemish Government and the Greek Ministry of Infrastructure and Transport, offering insights into how NSSPs are approached in different countries. This segment also included another Q&A session and discussion.

The session was followed by a discussion on the specific challenges of establishing and operating NSSPs. This segment covered topics such as: 1) national legislation and financial support for SUMPs, 2) national SUMP platforms, 3) guidance and training at the national level, and 4) monitoring and evaluation of SUMPs. A panel of experts contributed to this discussion, sharing their expertise and experiences from various European countries, identifying uncertainties and needs for knowledge/skills to deal with challenges of each key topic. In particular, the panel of experts, moderated by Eurocities, included representatives from the following organisations:

- Ministry of the Environment, Climate and Energy of Slovenia;
- Urban Planning Institute of Slovenia;
- Flemish Govt Dept of Mobility and Public Works;
- EIB-JASPERS.

The workshop concluded with a final Q&A session, followed by a wrap-up that summarized discussions and outlined the next steps. The full set of presentation material and case studies presented and discussed in Brussels is accessible via the following link: <https://jaspers.eib.org/knowledge/events/national-sump-support-programme-nssp-in-presence-workshop>

Case Study 1: Greece

A representative from the Directorate of Transport Development at the Greek Ministry of Transport and Infrastructure provided details of the evolution of national support provided for SUMP development in Greece. This included a historic summary of the development of the legal framework since 2016 relating to SUMPs including institutional aspects and requirements relating to SUMP development and monitoring at national and local level. Over the past 10 years the legal framework has continually been strengthened in terms of legal obligations for local authorities. It also outlines the support provided by the dedicated unit established within MoIT to support, monitor and assess SUMP procedures.

Key issues include challenges for regional authorities to engage in SUMP development, with no current funding mechanism at a regional level for SUMP. As it stands there is no clear link between SUMP and funding for the implementation of SUMP measures. In addition, there were also ongoing challenges to be overcome in terms of qualitative evaluation of SUMP by the national authorities.

Case Study 2: Flemish Region

The Department of Mobility and Public Works of the Flemish Region provided an overview of the SUMP policy framework in Flanders, including the institutional framework in place at a

regional level and the role that the Department of Mobility and Public Works plays as NSSP co-ordinator.

A summary of the evolution of the regulatory framework was provided including the role of the Flemish Authority on NSSP aspects, together with the governance model for the transport regions. In addition, details were provided on the development L-SUMPs (local plans) and introduction of R-SUMPs (regional plans).

The most important mobility challenges that require attention were explained to be at the regional level and in terms of ensuring comprehensive participation on urban mobility. New co-creation platforms are likely to be important in the future, to involve new types of stakeholders at a regional level that might help foster an innovative and ambitious mobility planning context in Flanders.

During the event, a number of key issues were raised by participants through the various discussions and Q&A sessions, which ranged from institutional setup through to daily working activities of the NSSP team. The topics included:

- Whilst the NSSP Contact Points are fully aligned with the concept of SUMP and the need for a plan-led approach to urban mobility, teams can often still face resistance to implementing this. How can an NSSP help to embed the sustainable mobility thinking into transport planning and engineering at all levels of government? What are the best ways to successfully manage stakeholder engagement and cooperation among different levels of governance and different line ministries?;
- What is the appropriate balance between guidance/awareness raising, and incentives and regulation in order to achieve a successful rollout of SUMP? To what extent and in which situations is there a need for national legislation to ensure the effectiveness of the NSSP?;
- In some Member States there are already plans and policies that have been published and which follow the SUMP concept, although they may not be embedded in a single document. In order to achieve compliance with TEN-T regulation regarding SUMP development by 2027 in each Urban Node, some reliance may need to be made on existing mobility planning documents;
- What is the remit for the NSSP to support cities that are not Urban Nodes, given the similarity in many aspects to those challenges faced by Urban Nodes, and the (sometimes) national requirement for SUMP preparation also for those cities?;
- There is an ongoing challenge in mobilising financial support for SUMP development and implementation, whether this be from the European Commission or from national funds. Such financial support is often central to ensuring that the SUMP obligations will be met
- There is an ongoing need to achieve alignment between National Plans/Strategies and the Urban Mobility Plan. How can this be done, both in terms of measures and in terms of governance?;
- What approaches can be taken to implement SUMP at FUA level, given the complexity of governance systems and range of stakeholders, and in some cases the absence of any existing governance framework for the FUA?; and
- What means and supports are available in order to undertake a quality assessment of SUMPs at central level, and does the NSSP office have a remit to undertake such an assessment?;

2.2.3. Key Takeaways from the Introductory Workshop

Taking place over only a half-day, the introductory session could only give an initial flavour of the topics that were of interest to delegates. In addition, the high number of participants meant that dialogue could only be managed through facilitated Q&A sessions. Despite this, it was clear that many were facing the same challenges and welcomed the opportunity to engage with peers, with the in-person delegates being most engaged and appearing to take much more value from the networking element.

The case studies were received well and set a good baseline for discussion on practical aspects. Nevertheless, much of the discussion focused on some of the more structural aspects of the NSSP, including funding support, achieving compliance with the TEN-T requirements, and the scope of the NSSP to cover all cities (not just Urban Nodes).

The event provided good input to the planning of the format for the subsequent practical events. It demonstrated the value of providing time for interaction and peer-to-peer exchange as a key element of the workshops, in addition to further focus on Case Studies which were seen as being valuable input to the development of thinking by delegates.

In light of the issues raised, it was clear to the JASPERS team that the subsequent workshops would need to start exploring specific issues in more detail, allowing more time for engagement between participants and to include facilitated working sessions. In this regard, the planning for the three 'practical workshops took this into account.

2.2.4. Participant Feedback

In the subsequent survey of delegates, the level of satisfaction across the various categories was 85-91%. In addition, 80% declared that they would like to be involved in future NSSP initiatives, with preference for a format that would include a greater level of interactive engagement.

2.3. Practical workshops on NSSPs

2.3.1. Content

Three NSSP practical workshops were held following the introductory workshop, which provided a forum for national representatives to start exploring some of the more detailed aspects of NSSP. The events were held as follows:

Event	Practical Workshop 1	Practical Workshop 2	Practical Workshop 3
Location, date	Brussels, 16 th October 2024	Athens, 10-11 th December 2024	Prague, 3-4 th April 2025

The Practical Workshops were designed to build on the information gained in the initial introductory workshop, digging further into specific topics, with additional knowledge of real case studies. A key focus of the practical workshops was on the interactive sessions/facilitated discussions, which were allocated three hours out of the 8-hour events. The agenda for the events and list of participants are presented in Annex 2 of this report.

The practical workshops were organized as in-person events, in order to maximise the level of engagement in the discussions, and to help build the peer-to-peer connections. The discussion covered:

- An introductory session, providing general background and context, synopsizing the information that was presented at the first introductory workshop;

- Case studies, with 5 case studies presented across the two workshops; and
- Two facilitated discussions covering pre-determined topics, undertaken through breakout rooms with structured feedback to the plenary meeting.

The practical workshops brought together 75 participants from 26 Member States with some Member States sending representatives to multiple events.

When initially planning the events, it was intended that each practical workshop would be somewhat identical in terms of content, specifically through the facilitated discussions. Nevertheless, following the first practical workshop in Brussels, it was considered that the quality of discussion received through the facilitated discussions could allow the second workshop to build on that initial feedback and move forward to explore further areas. The third workshop held in Prague during April 2025, was designed to have a specific focus on key NSSP topics underlined as critical at previous events, namely funding mechanisms, quality assessment of SUMP and the development of strategies for overcoming reluctance of cities and achieving buy-in to the SUMP concept.

This approach contributed to the breadth of information received across all three events, where the cumulation of workshop discussions and exchanges added to the richness of the final outputs.

Event	Brussels	Athens	Prague
Topics for Facilitated Discussions	• Administrative Structures: What are the specific challenges of establishing and operating NSSPs • Monitoring and Evaluation: How to monitor and evaluate the effectiveness of SUMP, including use of indicators	• Administrative Structures: What elements should be included in an NSSP, and how support will be administered • Monitoring and Evaluation: How to monitor and evaluate the SUMP produced by municipalities and city regions	• Funding Mechanisms: how to link SUMP with financing of projects in a way that ensures quality and deliverability • Monitoring and Evaluation: How to judge whether a SUMP meets the required level of quality • Overcoming Reluctance: Strategies for achieving better buy-in for the SUMP Concept

2.3.2. Summary of the Discussion – Brussels

The day started with an introduction by EIB-JASPERS, followed by a presentation from DG MOVE on the revised TEN-T Regulation. At this point, delegates were given a more general overview of NSSPs, outlining key elements, challenges, and some best practice examples. Case Studies were presented by the Walloon Region, highlighting the role of institutional SUMP support at the regional level, and by the Polish Ministry of Infrastructure.

Case Study 1: Walloon Region

A regional perspective relating to NSSPs was presented by the Walloon Region, highlighting the role of institutional SUMP support at the regional level. The legal framework was outlined,

but the regional legal framework is 20-years old and a new framework is required to focus on key priorities relating to funding, governance, planning etc.)

A range of regional support is provided to Municipalities including multi-modal expertise, guidance on SUMPs, TEN-T, as well as funding, although implementation is largely the responsibility of municipalities. In addition, an initiative has been developed relating to SUMP monitoring and evaluation, with the establishment of a Regional Mobility Dashboard.

A number of challenges were identified including training at a regional level, harmonizing consistent use of tools and funding mechanism at Ministry level. The ongoing systematic assessment of SUMP implementation remains difficult.

Case Study 2: Poland

A representative form the Polish Ministry of Infrastructure provided an overview of Poland's approach to SUMP development at a national level, emphasizing the importance of institutionalised best practice and evaluation that has been introduced.

Details of the administration arrangements for SUMP development and evaluation were provided, including key developments that have strengthened the role of SUMPs in terms of supporting integrated mobility at all levels, as well as facilitating national/EU investment. Key policy documents that support the preparation and implementation of SUMPs in Poland include the Strategy for Sustainable Transport Development to 2030 (promoting urban transport as a key component of an integrated transport system, and the National Urban Policy 2030, ensuring a sustainable and integrated urban mobility system in functional urban areas.

Actions that have strengthened the regulation/development of SUMPs in Poland include the Partnership Agreement that facilitates a conditional requirement for regional and local cities to adopt a SUMP or urban transport planning document to secure funding for projects. Other key activities include the establishment of a new support structure for SUMP implementation covering financing, quality management and technical support.

Throughout the day, two facilitated discussions took place, which required delegates to split into 5 groups to address predetermined topics, being allocated some 45 minutes for group work, followed by 30 minutes of presentation and discussion in the plenary meeting. A summary of the findings from each of the discussions is as follows:

Facilitated Discussion 1:**Administrative Structures for an NSSP**

Participants exchanged experiences on how NSSPs are supported within different administrative frameworks, and how funding mechanisms could be enhanced. Each group identified various challenges which were presented by a spokesperson for the group, and which were then aggregated under a number of common headings for subsequent discussion. The discussion points were as follows:

- **Administrative framework:** NSSPs need structured teams aligned with a set of clear functions. Whilst some tasks can be outsourced, key tasks like evaluation and city support should remain in-house and developed as internal expertise. This is important to ensure that the NSSP office has sufficient strength;
- **Funding:** National funding streams have been established in a number of cases to support both SUMP development and implementation. It was considered that, flexible, well-coordinated funding mechanisms are necessary to incentivise the preparation of SUMP. Defining SUMP as a condition of funding for the implementation stage can be quite effective, as it can lead to SUMP that are developed with more of a view to implementation, although this can be a challenge as it requires careful coordination across different funding sources (national and EU funding) to ensure that there is a common approach;
- **Coordination:** Better alignment between municipalities, ministries and implementing agencies is required to ensure a consistent policy approach to urban mobility planning. There should be a greater emphasis on peer learning and coordination from national to municipal levels to ensure this. Such an approach requires a clear and strong governance structure across all entities engaged in urban mobility, and a clear and supported definition of the FUA and the related governance is an important input to this;
- **Rationale:** The basis for engaging in SUMP needs to be clearly communicated across all levels of government, and across all relevant urban areas. NSSPs play a key role in the engagement of cities and other relevant stakeholders in the enhancement existing city mobility plans to SUMP standards.
- **Legislation:** A legal framework at national level defining SUMP, their timing, and scope, can be critical to ensure alignment with broader legal and policy objectives, such as climate goals. Legal provisions can also be used as a driver for adoption at the Functional Urban Area level where governance can be more complex.
- **Human Resources and Capacity:** Many Member States lack the relevant skills and the manpower within their organisations. Addressing human resource needs (both manpower and technical skills) involves better coordination across ministries, breaking down silos, and providing shared services to help municipalities access the expertise required for SUMP development.

Facilitated discussion 2**NSSP National Level Monitoring and Evaluation**

The second session focused on how Member States assess and monitor the effectiveness of SUMPs at national level. Again, participants were divided into a total of 5 groups to discuss assessment and monitoring challenges related to SUMPs. The following consolidated findings were compiled based on the feedback from the groups:

- **Rationale:** Monitoring and evaluation (M&E) is generally accepted as a principle to help cities track progress, assess the impact of policies, and meet legal obligations on indicators like air quality. It also supports national policymaking and funding decisions. The Monitoring and Evaluation requires the collection of indicators, and it is in this area that there was much difficulty about what to collect and how to collect it;
- **Scale:** The scale of M&E should differ based on the type of urban node, given that large and small-more isolated cities face different challenges relating to data availability and the manpower to collect more complex data sets. A common set of core indicators was considered to be essential, but local context-specific indicators are also needed.
- **Methodology:** it is crucial to differentiate between outputs, outcomes, and impacts when setting indicators. Existing data should be integrated where possible, and only critical indicators should be legislated since changing legislation is complex. There is a concern that data collection may become unnecessarily difficult if it is too prescriptive, and that more simplistic data sets may be more relevant.
- **Resources and capacity:** the choice of indicators directly impacts resource and capacity needs. Simpler data collection is recommended to ensure efficient analysis, given that additional capacity may be required for more complex datasets.

Arising from the Brussels workshops, further consideration took place regarding the topics for the facilitated discussions for the subsequent (Athens) event. It was considered that the discussion on the Administrative Structures had dealt well with the high-level structures of the NSSP, and this provided an opportunity to go deeper into the services that would be provided by an NSSP team.

Likewise, in the Brussels event the discussion on Monitoring and Evaluation had explored the issue of indicators in some depth, and in the Athens discussion it was proposed to focus more on the techniques used for quality evaluation of individual SUMPs produced by cities.

2.3.3. *Summary of the Discussion – Athens*

The workshop began with an introduction by EIB-JASPERS, describing the purpose of the workshop. This was followed by an introduction to the event from the Secretary General of the Greek Ministry for Transport.

DG MOVE presented on the European Commission's support to Member States and urban nodes for SUMPs, which prompted a period of constructive interaction with participants regarding the details of the TEN-T regulation and the relevant support facilities available from DGMOVE. Following this, two Key Experts from the EIB-JASPERS Project Consortium, provided an introductory presentation on NSSPs and best practices.

The Greek Ministry of Transport presented on their legislation, the development of an e-platform for monitoring of SUMPs, relevant actions to support local authorities, and planned amendments

to the Greek SUMP law. A further Case Study was also presented by the Slovenian Ministry of Transport. A third Case Study was presented by the Lithuanian Ministry of Transport and Communications' representative, which provided insights into institutional SUMP support at the national level and included a presentation of the methods that the Ministry has developed for evaluating and approving the SUMPs.

Case Study 1: Greece

Building on the introductory NSSP event and presentation on national SUMP development and support in Greece, the Head of Unit of Sustainable Urban Mobility at the Greek Ministry of Infrastructure and Transport provided a more detailed summary of institutional aspects at a national level in Greece. In addition, details were provided of the emerging online National SUMP platform that is being set up.

The establishment of a dedicated unit for SUMPs within the Ministry of Transport has been the most important factor to support the update of SUMPs in Greece. Details of the legal framework were shared, which includes an obligation by local authorities to prepare and adopt a SUMP, including an FUA approach. The SUMP law establishes a Network of Stakeholders to ensure stakeholders' participation from the beginning of the plan, as well as consultations with citizens and other parties involved. It also incorporates an evaluation and monitoring system, by which authorities need to monitor and publish their progress, based on the indicators they have selected on their SUMP.

Support is provided to local authorities including guidance on a decision-making tool to help authorities to select measures best suited to their characteristics, as well as guidance on data analysis & data collection with respect to the implementing act for indicators. Looking ahead there are plans to develop an online SUMP Platform to enhance monitoring and evaluation, as well as adapt the Greek SUMP law to incorporate TEN-network, as well as transport nodes within all regional authorities' SUMPs.

Case Study 2: Lithuania

The Ministry of Transport and Communications in Lithuania provided an overview of SUMP policy and development at a national level in Lithuania and how this has evolved since 2015. The Ministry is responsible for SUMP policy and an Expert Commission on SUMPs has been established to improve the quality of SUMPs in Lithuania, with the bodies responsible for approving and validating SUMPs.

Funding for SUMPs has evolved considerably in the past 10 years – in the period 2014-2020 a total of €18.6M was allocated to cities with an adopted SUMP, whilst the period 2020-2027 will see a total of €332.6M allocated to support urban mobility investment across a total of 18 cities across Lithuania, with a particular focus on the implementation of cycling infrastructure, E-mobility, public transport amongst the priority areas of investment.

In terms of future initiatives to strengthen the development and quality of SUMPs and monitoring of plans, a new data platform project is being progressed to help collect, process, visualise and present urban mobility data to the public and to support effective decision-making. Key challenges to be addressed include improving the quality of SUMPs, enhancing the level/quality

of mobility data and to improve communication aspects relating to SUMP development and implementation

Case Study 3: Slovenia

The Ministry of Transport in Slovenia provided an overview of the historic development of national level support for SUMPs over the past 15 years. During this time, national SUMP guidelines have been produced (and subsequently reissued) and a framework established comprising regulation, knowledge-sharing and funding aspects.

In terms of the legal framework, the SUM Planning Law adopted in 2022, as part of a Comprehensive Transport Planning Act, introduced a mandatory requirement for the adoption of SUMPs by the 12 largest municipalities in Slovenia. There was also the introduction of minimum SUMP standards, QA processes relating to content and implementation, as well as co-financing arrangements and providing financial incentives linked to SUMP development and implementation.

Looking ahead, there are plans to promote/support the development of 2nd generation municipality SUMP, develop Regional SUMP guidelines and support, as well as development of a National SUMP and Observatory

Two facilitated discussions took place during the event, each being allocated 90 minutes, which included 30 minutes of presentation and discussion in the plenary session. A summary of the findings from each of the discussions is presented below:

Facilitated discussion 1

Elements to be included in an NSSP, and how support will be administered

The first interactive parallel session was a deep dive into the types of activities that might be relevant to an NSSP, building on the information gathered through the relevant case studies already presented.

Participants discussed the importance of communicating clear and consistent national definitions and criteria for determining the quality of SUMP. This consistency is crucial for ensuring that SUMP are effectively implemented across different regions and that they align with broader national and EU-level objectives.

The conversation then moved to the role of legislation in supporting NSSPs offices in enforcing the rollout of SUMP. There was a consensus that while legislation can provide a robust framework for cities to develop their SUMP, it must be flexible enough to accommodate the unique needs and contexts of different urban areas.

A significant portion of the discussion was dedicated to the definition of Functional Urban Areas (FUAs). It was outlined by DG MOVE that a definition of FUAs is included in the regulation, but the specific methodology for mapping is not, which allows Member States some flexibility in defining these areas in agreement with Eurostat and their national statistical offices. This flexibility, however, also presents challenges, as it requires careful coordination and agreement among various stakeholders.

Participants also explored the practical support mechanisms that could help cities navigate these definitions and criteria effectively. There was a strong emphasis on the need for clear guidelines and support from national authorities to ensure that cities have the resources and knowledge they need to develop comprehensive and effective SUMP. The session concluded with a consensus on the importance of ongoing national-level support and capacity-building initiatives provided by the NSSP office to help cities implement and monitor their SUMP. successfully.

Facilitated Discussion 2

How to monitor and evaluate the SUMP. produced by municipalities and city regions

The second interactive parallel session focused on the national level monitoring and evaluation of NSSPs. This session aimed at addressing the challenges and best practices related to monitoring the development and implementation of SUMP. and ensuring their effectiveness.

Participants began by discussing the necessity of establishing common indicators to measure the success of SUMP. These indicators can support the assessment of whether SUMP. are achieving their intended outcomes and for identifying areas where improvements are needed.

On the evaluation of the SUMP documents and underlying evidence/tools (as part of a SUMP approval), the session highlighted the challenge in undertaking this at central level, although some referred to the potential for expert groups to undertake this evaluation, essentially providing an additional layer of oversight and ensuring that SUMP. meet high standards of quality and effectiveness.

The conversation then moved to the integration of SUMP. with broader urban planning policy agendas and initiatives. Participants agreed that SUMP. should not be developed in isolation but should be closely integrated with other urban planning efforts to ensure a holistic approach to sustainable urban mobility.

The role of dedicated units within ministries to support and administer SUMP. was another key topic. Participants shared their experiences with establishing such units and discussed the benefits they bring in terms of providing focused support and oversight for SUMP implementation. The potential benefits of having a national law to provide a consistent framework for SUMP. was again also discussed, although it was noted that this might not be suitable for all countries due to differences in governance structures and local contexts.

Funding mechanisms were a critical topic of discussion. Participants explored how to link funding for measures to the presence of a SUMP, ensuring that cities have a SUMP of sufficient quality and subsequently the financial resources they need to implement their plans.

Data collection and monitoring at the FUA level were identified as significant challenges. Participants emphasised the need for robust and consistent data collection mechanisms and the importance of involving national authorities in the monitoring process. This involvement is crucial for ensuring that monitoring efforts are aligned with national and EU-level objectives and for providing the necessary support to local authorities.

The session concluded with reflections on the representativeness of public consultations. Participants agreed that public consultations are a vital part of the SUMP development process, ensuring that the plans reflect the needs and priorities of the communities they serve. However, ensuring that these consultations are truly representative and inclusive remains a challenge.

2.3.4. Summary of the Discussion - Prague

The first day started with an introduction by EIB-JASPERS, followed by a representative from the Czech Ministry of transport who welcomed delegates. DG MOVE provided an overview and update on the support available from the European Commission's to Member States in order to implement the TEN-T regulatory requirements for Urban Nodes.

A speaker from the EIB-JASPERS team provided a reflection on the events that had taken place during 2024 and the emerging themes, which have led to success sharing of knowledge and experiences amongst the National Contact Points, as well as helping to feed back key challenges and future support ideas to the European Commission. The introductory session was completed by the Head of Department for Housing, Cities and Regions at EIB who provided an overview of EIB's advisory support activities and financing solutions for the urban mobility sector.

A representative from the Czech Ministry of Transport presented a summary of the Czech NSSP, focusing on quality assessment of SUMPs at the national level. On day 2, a further case study was outlined by the Spanish ministry of Transport which described the Spanish approach to defining Functional Urban Areas and delivery of SUMP under a multi-layered national governance framework.

EIB-JASPERS concluded the workshop summarizing the key messages reported by the national representatives, namely that there is a very wide range of frameworks at the current time in the different Member States for encouraging and supporting SUMP development, but that the aim is to demonstrate that each Member State's framework can be appropriately aligned to meet the requirements of the TEN-T Regulation as well as national objectives.

Case Study 1: Czech Republic

The Ministry of Transport in Czech Republic provided an overview of the historic development of national level support for SUMPs in terms of quality assessment framework, as well as details on financing mechanisms.

The process for assessing SUMPs at the national level involves a technical Committee including experts from the Ministry and external bodies that verifies the compliance of SUMPs against a number of criteria including scope of area covered, quality of urban mobility diagnosis, usage of transport model, identification of strategic objectives as well as aligned scenarios, inclusion of a financial plan, and compliance with key strategic plans (EU, national and city level). In terms of the current status of SUMPs, all CZ urban nodes have an approved SUMP in place. It was noted that the quality of Plans in CZ is impacted by the level of political and public involvement in the process in each city.

Financing sources for SUMP implementation include OP Transport (2021-2027), as well as the Integrated Regional Operational Programme and partially the Operational Programme Technologies and Applications for Competitiveness. In the future CEF is also expected to be used, albeit limited to urban nodes as well as modernisation fund/revenues from ETS.

National support to cities is mainly in the form of technical advice, with financial support not extending to the preparation of Plans. Looking ahead the plan is to intensify co-operation with NUTS3 regions in relation to addressing FUA issues.

Case Study 2: Spain

A representative from the Spanish Ministry of Transport and Sustainable Mobility provided an overview of the historic development of national level support for SUMPs covering the historical role that the government has played in encouraging SUMPs as well as a summary of the approach being taken to define FUAs in Spain and future planned NSSP activities.

Over the past 20 years the government has been supporting SUMP development activities, dating back to 2006-08, which saw the approval of a National Energy Saving and Efficiency Action Plan, as well as the publication of a guide for the preparation and implementation of SUMPs. During this period, a total of 134 SUMPs were prepared. More recently (2020-present) a new Ministry of transport, mobility and urban agenda was established in 2020, and 2021 saw the approval of a new Law on Climate Change and Energy Transition.

A multi-step process for defining functional areas has been developed in Spain, building on the established urban nodes, and the creation of urban centres and Mobility Areas (MAs), with 60 functional areas established across Spain. Work is ongoing to identify and select extended functional areas from TEN-T urban nodes as the basis for further analysis on key mobility criteria.

Looking ahead the Government is progressing a number of initiatives to enhance urban mobility planning in Spain, including the development of new Supra regional Mobility Plans, periodic assessment of the effectiveness of SUMPs, the creation of a new funding mechanism (prioritising projects that have high environmental/social impact), as well as the application of additional public transport subsidies for vulnerable groups.

Three facilitated discussions took place during the event covering topics that were defined through feedback during previous sessions. A summary of the key points raised during these sessions is presented below:

Facilitated discussion 1

How to judge whether a SUMP meets the required level of quality?

Participants were first asked to consider essential elements that should be included in a national SUMP evaluation framework. Building from this, they were tasked with reviewing and discussing a number of national SUMP evaluation frameworks that are currently in place, including Poland, Lithuania, Greece and Slovenia. This included consideration of the alignment with the framework with Annex 5 of the TEN-T Regulation, as well as the resources required to implement such a framework.

It was generally agreed that the use of a universal evaluation framework for SUMP cannot reflect the variation of different typologies/size of cities and varied urban mobility characteristics. As such, it was considered that evaluation frameworks should be sufficiently flexible to be able to take this into account.

Delegates noted that evaluation frameworks can be focused on process and/or on the quality of the planning and decision-making contained within the SUMP. It was clear that national evaluation frameworks should be defined to reflect existing quality frameworks, drawing on the wide range of material available including EC, Polis, academia and practitioners. However, such

frameworks need not place a significant resource burden (time/staffing) on either national or city administrations when assessing Plans.

In relation to the review of the evaluation frameworks of the selected case studies, the following points were noted (without mentioning the specific cases):

- The first group considered their sample framework as employing a very top-down approach looking at outputs and not necessarily the substance. Although the framework was a condition for national-level funding, there was some debate about its complete alignment with Annex 5 of the TEN-T Regulation, particularly regarding the inclusion of a clear financing and action plans. Nevertheless, some others in the review team saw some elements of this framework as offering a good template for applying in their own situation.
- The second group noted the absence of a legal definition for SUMP, and hence the challenge in applying an evaluation framework that is not supported by legal definition. The provided evaluation framework for this group examined both the planning process and sustainable mobility measures, but the group felt that Annex 5 of the TEN-T Regulation does not emphasize measures. There was a strong link between measures and funding, requiring successful evaluations to apply for investment funds. This raised concerns about the risk of producing documents for funding rather than genuine SUMP. The process was also considered to be resource-intensive, leading to questions about whether national governments could conduct such evaluations. The group suggested involving local/regional representatives for a co-creation process rather than a simple pass/fail system.
- The third group noted that the framework was underpinned by a law, with funding for implementation conditional on SUMP approval based on a ministry review of the SUMP. Although with impact, this approach was also seen as resembling a "student-teacher" relationship and also leading to a question regarding the impact of a failed evaluation on this dynamic. In addition, the framework focused on process rather than the quality of implementation. Clarity on the purpose of the evaluation and for whom the SUMP and its monitoring are intended was considered crucial to complete the overall picture.
- The fourth group noted that their framework was developed to align with national law, which reasonably matches Annex 5 of the TEN-T Regulation. The system employs trained, certified evaluators to assess SUMP and provide feedback, with positive evaluations necessary to access funding for SUMP measures. This approach fosters ongoing professionalization of the SUMP process but imposes a significant administrative burden. Evaluations can be challenging when local and national levels have differing perspectives on the SUMP context. Overall, the group considered it a well-developed evaluation framework.

Through the exchanges, it was noted that any framework should reflect good practice and benefit from sources such as POLIS, the European Commission, academia and practitioners, aiming to minimize administrative burdens on cities and the national government whilst supporting quality. A balance is necessary between assessing process and actual content, with an essential focus on assessing if there is a cohesive set of measures likely to have significant impact on SUMP goals.

Evaluation frameworks should also balance flexibility in judgment to ensure investments are worthwhile. Consistency and proper impact assessment is crucial to demonstrate that measures

will achieve the desired outcomes without creating conflicts between national-level and city-level planning.

Facilitated discussion 2:**How to link SUMP with financing of projects in a way that ensures quality and deliverability**

Group discussions revealed the great diversity that exists across Member States in terms of funding mechanisms for SUMP development and implementation. Many Member States currently apply national or EU funding to support urban mobility investment at a regional or city level, but this is not always conditional on such investment actions being fully aligned with SUMP objectives. The national-level evaluation of Plans can help bring consistency in this aspect which is often driven by the changing political priorities. Nevertheless, availability of funding for project implementation is highly political, and this potential for funding alone is not always sufficient for cities to support their SUMP given that such priorities can change.

There was a discussion on whether specially targeted funding support is necessary, as some cities are strong and have their own funds, while others need seed funding. In one Member State, pre-defined financial allocations for SUMP measures ensures that all municipalities receive some level of funding, although this can mean that measures that are not especially useful are funded within this allocation.

In The Netherlands for example, there is no national funding for SUMP, although efforts are being made to introduce conditionality for certain types of measure funding. Austria also has no specific SUMP funding, whereas some federal states in Germany support SUMP development and/or measures. Wallonia provides 100% funding for urban node SUMP and 75% for others, but lacks specific funds for SUMP measures, although certain funding streams, such as those for cycling measures, are conditional on having a SUMP.

Many countries have transport infrastructure funds from national to local or regional governments, which could potentially be made more conditional on alignment with SUMP. Although there is already conditionality on certain types of funds, this is often seen as an obstacle due to the urgent need for cash to be spent. If the national level maintains a continuous dialogue with regional and local levels, it may be possible to link this to SUMP, provided that municipalities are aware of the upcoming conditionality of funding on having a SUMP. It was also pointed out that just because there is no money specifically earmarked for SUMP implementation, this does not mean there is no funding available. Many countries have funds for public transport development, charging infrastructure, and cycle lanes. These funds need to be identified and coordinated in line with the SUMP, highlighting the important role of the NSSP.

The importance of private finance to support SUMP measures was also raised. The Climate Action and Investment Plans developed as part of the Climate Mission has identified in many cases a pipeline of urban mobility investments which are partly funded through private finance. This can provide some useful basis on how to secure greater private investment into city SUMP.

In summary, there is significant room for increasing the volume and efficiency of EU and national level support for SUMP preparation and implementation through direct financial support with conditionalities on SUMP compliance. This needs to be done however in a sufficiently transparent and timely way to ensure that it is not counterproductive, e.g. leading to blockage of the roll-out of funds for beneficial measures.

Facilitated discussion 3:**Strategies for achieving better buy-in for the SUMP Concept**

Political disinterest or resistance, and funding constraints often dampens the level of motivation to prepare a SUMP. For many cities, the level of resource and time can also be a significant obstacle. Combined, this can lead to a reluctance to engage in SUMP in the small to medium-sized cities, particularly where such cities may already have plans which address many of the SUMP elements such as Public Transport Plans, Safety Plans and Spatial Plans.

It was noted in particular that political factors often influence this reluctance. For example, Greater Copenhagen's central municipality is committed to SUMP while peripheral municipalities prioritize car-based development, leading to potential reversals of SUMP policies. The NSSP can help by building capacity, creating networks, providing new knowledge, and financing to address this imbalance. Other issues highlighted include funding, political priorities for other projects, staff capacity, and smaller cities' belief that they don't need SUMP. Also relevant was that in some cases sustainable transport was not seen as a political priority.

A number of mechanisms for incentivising the uptake of SUMP amongst small to medium-sized cities were suggested:

- **Financing:** Providing co-financing to cover the costs of preparing the SUMP, with the amount of support dependent on considerations such as the size of the Functional Urban Area is seen as helpful in some cases.
- **Communication:** Marketing the benefits of SUMP (e.g. the positive results that can be achieved with more integrated planning). In this regard, it was noted during the discussion that this marketing was a significant part of communication in the early years of SUMP rollout, but this focus has waned since SUMP has become more widespread.
- **Legal:** Establishing a national legal requirement for SUMP, including the introduction of conditionalities of SUMP for funding of measures, as described earlier.

Under the TEN-T Regulation, it is the Urban nodes that are required to develop and adopt SUMP. Nevertheless, the NSSP team can leverage the critical mass of advisory/coordination support into other cities with limited additional effort, and it was generally considered that at a national level there is no reason to exclude such cities from the NSSP. As such, including these other cities in the general overall messaging regarding the benefits of SUMP should be considered as part of any activities.

Speed updating session

Recent challenges and successes in SUMP support

During day 2, a "Speed-Updating" session involved selected national delegates seated at a number of tables provided parallel updates on recent developments in their National SUMP Support Programme. Each table presented sequentially to small groups of delegates, who moved around the tables. The session provided a more intimate opportunity for questions and answers to contributions from Wallonia, Malta, Flanders, Italy and Poland. From discussions it was clear that NSSPs are developing dynamically with approaches ranging from a supervision role to very hands-on. Definition of FUAs and extension of urban SUMP to them is an important current topic in many countries.

2.3.5. Key Takeaways from the Practical Workshops (Brussels/Athens/Prague)

The review of relevant topics across the three events allowed an opportunity to address issues from the first event with a separate audience to validate key findings, whilst at the same time exploring new areas of discussion in order to build on those findings.

It was clear that the interactive parallel sessions were highly valued, offering the opportunity to exchange experiences and ideas. Many of the **challenges were seen as common across many Member States** and the participants were able to learn from the approaches being used by others to address these common challenges. Delegates noted that it was a challenge to compress the breadth of discussion into the 90-minute interactive sessions given the enthusiasm for sharing experience and discussing challenges.

The discussion often centered on the **need for clear definitions and criteria**, not only to guide the work of participants but also to allow them to navigate their own national governance frameworks to build general support.

Many participants still find the issue of the **Functional Urban Area (FUA)** problematic, mainly due to their desire for a more rigid definition. It was evident that working across a FUA to develop SUMP can be very challenging, given that such FUAs in many cases do not have a strong administrative (or legal) structure at the FUA level often facing different transport policy interests across the FUA municipalities. Linked to this are the challenges of data availability to monitor the impacts of SUMP once implemented. Delegates expressed an interest in further discussions to allow them to understand how other Member States have managed collaboration across this complex environment.

The groups also discussed ex-post Monitoring and Evaluation by cities, and the distinction between these. Whereas monitoring activity and tools were outlined in a number of the Case Studies, the evaluation remained challenging, with participants unconvinced by the need for complex data collection activities. The feeling was that **data for evaluation** should be collected to focus on the real impact of a SUMP and be **specified according to the complexity of the metropolitan area**. It was also noted that the evaluation should target the achievement of a national objective/strategy.

One topic that was raised quite consistently was the challenge faced by National Contact Points in **building general support for the SUMP concept**. Although the SUMP approach has been in existence for more than 10 years, and it has been embraced by many of the larger cities, it has not been universally embraced as a concept for many smaller municipalities often due to a lack of political support and financial and human resources for planning. It was considered that national level SUMP funding, marketing/communication and legal requirements can provide solutions to this.

The funding topic was quite prominent. It was highlighted that there is an important **distinction between the funding of SUMP preparation and the funding of SUMP implementation**. It was seen that a mechanism for using the SUMP to unlock national funding in urban mobility would be a productive approach to delivering good quality SUMP, backed by appropriate management tools. The funding topic was further elaborated during the Prague event, focusing on how best to enhance the quality of SUMP as a conditional requirement to securing funding support for measures. It became clear that there is significant room for improvement at the national level, transparently making urban transport funding linked to the SUMP.

The **role of a national legal framework** arose in each of the workshops. There was a clear pattern of the need in some Member States to have the SUMP concept supported by a national legal provision, whereas in other Member States a guidance-based approach would be sufficient.

Through the case studies it became clear that different Member States provided **different levels of technical support to Municipalities preparing SUMP**, ranging from hands-on technical assistance through to the performance of an auditing role, with some Member States externalizing the audit role to relevant expertise pools. Participants asked that a **database of case studies** should be developed given the inspiring examples from some of the presenters.

In relation to horizontal integration of plans and policies, it was noted that clearer **guidance** was sought from the EC **on integrating NSSPs and SUMPs with climate-related objectives**, along with better alignment between TEN-T network planning and urban mobility strategies.

The **national level evaluation of the quality of SUMP** is already being undertaken by some Member States using a range of approaches. Some good case studies were presented on this topic, with some using independent external expertise for such a process to advise on the adoption/approval of the SUMP by the national authorities. In all cases, the role of the evaluation was seen as important, either to verify that public funds were appropriately spent (where the SUMP preparation was funded by national-level contributions) or as a robust basis to secure external support for project delivery. More collaborative approaches between national and local levels in developing SUMPs of sufficient quality have been successful, however they require more national level resources than a more top-down student-teacher evaluation approach.

An issue that permeated through all workshops was **human resources capacity**, referring both to the availability of staff and their technical skills (particular for programmes offering a more hands-on support). The recent grant facility offered by DG MOVE to fund such activities through allocated funding was welcomed, and the workshops were an effective means for communicating this facility to delegates. Nevertheless, the ongoing EIB-EIB-JASPERS training on SUMP, as well as continued engagement with peers through the NSSP workshops were seen as important in addressing the capacity bottleneck.

Overall, participants welcomed the message that the workshops were the beginning of **further exchanges and brainstorming sessions**, with a desire to formalize and meet more frequently. Whilst this was currently delivered through the current EIB-EIB-JASPERS workshops, this would continue in the future through the NSSP Secretariat which would foster ongoing collaboration and mutual learning across all Member States.

2.3.6. Participant Feedback

In the subsequent survey, delegates were asked about their satisfaction with the events across a number of categories (organization, structure, topics and usefulness). In the first practical workshop, the level of satisfaction was 85% to 91% across the categories, with 87% expressing a desire for future workshops. In the second practical workshop the level of satisfaction increased to between 84% and 100%, with 100% expressing a desire for involvement in further workshops. The full set of survey results are provided in Annex 3.

Overall, participants welcomed the opportunity for further exchange and discussion on key NSSP topics, particularly the valuable sharing of experience and approaches taken to tackling common challenges. DG MOVE confirmed that the ongoing activities of the newly established NSSP Secretariat will help with more exchange on NSSP aspects via future online, as well as in-presence networking events.

3. Conclusions

3.1. EIB-JASPERS Reflections

Based on informal and formal feedback provided, the NSSP workshops (i.e. the introductory workshop and the three practical workshops) were considered to be a success by the member state representatives present both in terms of content and the networking opportunity provided. The NSSP workshops organised in 2024 and in 2025 (the introductory workshop and three in-presence ones) gathered a total number of 84 participants from 25 Member States. They were in fact the first opportunity to bring together National Contact points engaged in the oversight and support of SUMPS to share case studies, discuss common challenges, and articulate common views on further support required.

For many participants, the development of their NSSP is still at an early stage, but at the same time there was sufficient expertise and experience present amongst the group to enable showcasing of proven approaches for dealing with various requirements.

Combining learning from the content and feedback from the workshops with our own experience working as planning advisors across the Member States at national and urban levels, EIB-JASPERS has consolidated key conclusions related to the state of play of NSSP and the challenges being faced by national administrations and cities. We outline a number of these considerations below, which are intended to provide input to considering next steps in this area:

- During the initial publication of EU SUMP Guidance, much of the supporting activity from DG MOVE was related to the promotion of the SUMP concept. In recent years, this has evolved into more detailed technical aspects of SUMP as the concept itself becomes more embedded. It is becoming evident that the concept is generally accepted by most larger cities and agglomerations, and in many Member States Urban Mobility Planning has been a core part of day-to-day activity for many decades. Nevertheless, as the SUMP concept trickles down to the second-level cities and below (as is the case with many of the Urban Nodes), **it is becoming evident that the continued promotion and embedding of SUMP as a planning tool remains important. Member States are finding this promotional activity challenging to do purely at national level, and it is worth considering whether sufficient focus is maintained at EC level on this aspect;**
- In general, we have seen from the workshops that the **NSSP activities tend to cover all of the municipalities in each country that are required or encouraged to implement SUMP**, and not just urban nodes. In many cases this arises from the NSSP-type activities already being in place prior to the publication of the TEN-T Regulation, supporting all urban areas across that Member State. It is an important to understand that any moves to restrict NSSP supports only to Urban Nodes may create artificial inefficiencies in the work of those teams.

As with many areas relating to investment planning, funding remains a key obstacle to implementing SUMP measures. It would appear that Member States that are having the most success in mainstreaming the SUMP approach are those that have linked the successful completion of a SUMP to subsequent funding of identified measures, supported also by some sort of national or regional quality assurance process. In some Member States, based on a bi-lateral agreement with their REGIO country desk, the absorption of ERDF funds by cities has been made conditional on having a SUMP, with the requirement embedded in the programming documents for each relevant OP. This is despite the fact that there has been no legally binding EU requirement to have a SUMP until the new TEN-T regulation, which requires urban nodes to have SUMPs by 2027. As the focus on urban mobility grows, there may be value in

establishing a consistent approach across all EU funding instruments to link support for urban mobility investments to a sound Plan of proven quality (at least in towns or functional regions above a certain size).

- We have seen in the NSSP workshops that participants are asking for additional guidance on many aspects of SUMP, such as quality control or on Functional Urban Area definition. During the workshops we outlined to the delegates that these were difficult definitions to establish given the different circumstances in each MS, and the risk that any definition may be too narrow. **We consider that MS have a role to play in defining the specific solution for their MS, but in a way that reflects the broad objectives set out by the Commission. In recognising this, future support might set out how MS might develop such methodologies, and reflect case studies on successful applications, in order to provide the confidence to apply a solution to fit the specific context of each Member State;**
- The three workshops led to the building of an excellent rapport between delegates, with the associated networking events being particularly successful in building connections between peers. This should be seen as the start of a process, with the momentum being built on through regular follow-up events. The implementation of NSSPs will no doubt evolve over the coming years as activities become more mature, and the peer-to-peer learning has given a renewed sense of enthusiasm to many participants – in particular those from small Member States who may have felt relatively isolated within their own governance structures. During the future evolution of this group under the umbrella of the new Secretariat, it is critical that the topics focus on practical aspects of the day to day work of the National Contact Points, and are built on in-person peer-to-peer exchanges as well as updated case studies, and supporting policy updates from DG MOVE. **Ensuring that the technical/working group can active through regular events will help to retain the energy, focus and momentum of the NSSP workshops.;**
- **As a second layer of peer-to-peer exchange, one idea which emerged for consideration was the establishment of a contact group for Urban Nodes at city level, with cities grouped according to their size.** This sort of facility would start to further engage city authorities and support the building of the support for the SUMP concept. One idea here may be to identify a set of city groups and perhaps allocate a coordination responsibility to particular Member States;
- Functional Urban Area definition was prominent through the workshops. This is one of a number of topics which need to be considered at Member State Level, with the focus here being on defining methodologies that can support the final FAU design. EIB-JASPERS has already worked with some Member States in applying the high-level EC Guidance on FUA, and further requests are being received of this nature. In relation to the next steps, this is something that EIB-JASPERS may be able to support as a separate technical activity, presenting alternative methodologies for the definition of the FUA and supported by Case Studies. In the past, we have developed similar activities relating to the quality control of SUMP at national level, and the design of national laws on SUMP – **there are likely to be opportunities to mobilise EIB-JASPERS for a number of capacity building and technical support areas that will emerge as the NSSP activities mature.**

3.2. The NSSP Secretariat

We recognise the impending development of the NSSP secretariat that will take forward the activities relating to the NSSP support by the Commission. In view of the Secretariat and its target audience (i.e.

the National Contact Points), we took the opportunity during the NSSP workshops to canvass delegates on the sort of support activities that they would like to see provided.

The intention was to provide initial guidance to DG MOVE on the sort of focus that the Secretariat should have, in the early design of their functions. The canvassing was done by asking a simple question and providing delegates with a few minutes to discuss in pairs what might be their expectations. The following main areas of potential support were raised:

- Facilitate periodic meetings for contact points to exchange experience, along the lines of the format of the practical workshops provided by EIB-JASPERS.
- Provide supporting information to enable the definition of clear mandates for contact points' activities;
- Facilitate knowledge exchange on data collection and on monitoring and evaluation, as well as general experience of developing and running NSSPs;
- Support in the elaboration of some basic definitions, such as for Functional Urban Areas (FUA);
- Assist in the development of methodologies for strategy development, monitoring, data collection, and SUMP evaluation, based on best practices;
- Consider mechanisms that oblige cities to prepare SUMP in a way that can also link them to EU funding conditions;
- Act as a general source of information and updates on funding availability for SUMP development, implementation, evaluation, and monitoring; and
- Facilitate direct contact between comparable Urban Nodes, possibly grouping them by characteristics such as size, or modal split, to facilitate information exchange and occasional meetings.

Clearly the areas of support reflect much of the discussion through the workshops, and suggest a continuance of the existing activities, with a continuous focus on peer engagement, case studies and short policy updates from EC.

Finally, we should note that a good proportion of the National Contact Points that attended the workshops are already close collaborators of EIB-JASPERS through our ongoing programme of work to date directly with Member States in the preparation and oversight of SUMP. The close relationship of SUMP to ERDF and CF financing of investment projects has seen EIB-JASPERS provide direct SUMP support in approximately 12 Member States covering close to 50 cities and we continue this collaboration actively through our mandate with DG REGIO. Given this, EIB-JASPERS is happy to continue providing a technical observer (and occasional support) role in the new Secretariat in order to leverage our own expertise and experience with the National Contact Points, as well as to identify future horizontal tasks that are relevant to delivering on our advisory mandates with DGs MOVE and REGIO.

Annex 1

Agenda and List of Participants for NSSP Information Session

Brussels, 11th June 2024

Agenda: Introductory Session - Brussels, 11 June 2024

TIME	TOPIC	SPEAKER
9:30	Welcome and introduction	Robert Szucs, Policy Officer, DG MOVE, and Peter Staelens, moderator, Eurocities
9:35	NSSPs from the EC perspective	Robert Szucs, Policy Officer, DG MOVE
9:50	EIB's upcoming training sessions on SUMPs and NSSPs	Alan O'Brien, Senior Transport Expert, EIB-EIB-JASPERS
10:05	Q&A and discussion	
10:15	Introduction to the topic of NSSPs	Tom Rye, Professor of Transport Policy at Molde University College
10:30	NSSPs from the national perspective	- Hannelore Deblaere, Co-chair of the Transport Regions of Brugge and Gent, from the Flemish Govt Dept of Mobility and Public Works - Georgios Chronopoulos, Unit of Sustainable Urban Mobility, Greek Ministry of Infrastructure and Transport
11:00	Q&A and discussion	
11:10	Short break	
11:20	Discussion on the specific challenges of establishing and operating NSSPs, covering the following topics: - National legislation and financial support for SUMPs; - National SUMP platforms; - SUMP guidance and training (national level); - Monitoring and evaluation of SUMPs (national level).	Panel of experts (Moderator: Peter Staelens, Eurocities) - Polona Demšar Mitrovič, Transport Policy Directorate, Ministry of the Environment, Climate and Energy of Slovenia - Aljaž Plevnik, Head of Transformative Transport Planning Group, Urban Planning Institute of Slovenia - Hannelore Deblaere, Co-chair of the Transport Regions of Brugge and Gent, from the Flemish Govt Dept of Mobility and Public Works - Paul Riley, Senior Transport Expert, EIB-EIB-JASPERS
12:30	Q&A and discussion	
12:40	Conclusions and wrap-up	- Tom Rye, Professor of Transport Policy at Molde University College - Alan O'Brien and Paul Riley, Senior Transport Experts, EIB-EIB-JASPERS
12:50	Final reflections and next steps	Robert Szucs, Policy Officer, DG MOVE

List of participants of the Introductory workshop - Brussels, 11 June 2024

#	Name Surname	Organisation	Presence
1	Ivo Cré	POLIS	in-presence
2	Signe Arrhenius	Denmark	online
3	Maria Fassone	Liguria Region, Italy	online
4	Sebastian Steinbrecher	Ministry of Transport, Austria	online
5	Claudius POPESCU	Ministry of Transport, Austria	online
6	Marko Boban	Ministry of Transport, Croatia	in-presence
7	Ana Kliman	Ministry of Transport, Croatia	in-presence
8	Maria Kamenou	Ministry of Transport, Cyprus	online
9	Vana Gkania	Ministry of Transport, Cyprus	online
10	Eyblová Dita Ing.	Ministry of Transport, Czech Republic	online
11	Ulrich Michal Mgr.	Ministry of Transport, Czech Republic	in-presence
12	Eva Killar	Ministry of Transport, Estonia	online
13	Suvi Jousmäki	Ministry of Transport, Finland	online
14	Camille Baudelin	Ministry of Transport, France	online
15	Petra Roethke-Habeck	Ministry of Transport, Germany	online
16	Chelsea TSCHOERNER-BUDDE	Ministry of Transport, Germany	in-presence
17	Christina Palaiologou	Ministry of Transport, Greece	online
18	PERSEFONI PANTERMARAKI	Ministry of Transport, Greece	online
19	Yiorgos Chronopoulos	Ministry of Transport, Greece	online
20	Evangelia Stavropoulou	Ministry of Transport, Greece	online
21	Carol O'Reilly	Ministry of Transport, Ireland	online
22	Kevin Cox	Ministry of Transport, Ireland	online
23	Jonathan Coyle	Ministry of Transport, Ireland	online
24	Robert Parkinson	Ministry of Transport, Ireland	online
25	David Clements	Ministry of Transport, Ireland	online
26	Deborah John	Ministry of Transport, Ireland	online
27	Eoin Farrell	Ministry of Transport, Ireland	online
28	Julie Galbraith	Ministry of Transport, Ireland	online
29	Nichele Stefano	Ministry of Transport, Italy	online
30	Messina Carla	Ministry of Transport, Italy	online
31	Scerbo Danilo	Ministry of Transport, Italy	online
32	Kęstutis Vanagas	Ministry of Transport, Lithuania	online
33	Laure Van Kessel	Ministry of Transport, Netherlands	in-presence
34	Marlena Nowicka	Ministry of Transport, Poland	online
35	Joanna Wrzeszcz	Ministry of Transport, Poland	online
36	Ogonowska Magdalena	Ministry of Transport, Poland	online
37	Aleksandra Kopeć	Ministry of Transport, Poland	online
38	Rute Margarida Damiao	Ministry of Transport, Portugal	online
39	Rui Velasco Martins	Ministry of Transport, Portugal	online
40	Mădălina Andrei	Ministry of Transport, Romania	online
41	Mirela Cocolea	Ministry of Transport, Romania	online
42	Dušan Mitrović	Ministry of Transport, Slovenia	online
43	Franc Zepic	Ministry of Transport, Slovenia	online

44	Fernández García Ignacio	Ministry of Transport, Spain	online
45	Alba García Amelia	Ministry of Transport, Spain	online
46	Luisi Fedele	Puglia Region, Italy	online
47	Henrik Zetterquist	Swedish Transport Administration	online
48	Damien Tobie	SPW, Public Service Wallonia - Belgium	in-presence
49	Jérémy Tournay	SPW, Public Service Wallonia - Belgium	in-presence
50	Hannelore Deblaere	Flanders, Belgium	in-presence
51	Didier Castagne	SPW, Public Service Wallonia - Belgium	in-presence
52	Alice Renquet	SPW, Public Service Wallonia - Belgium	in-presence

Annex 2

Agenda and List of Participants for NSSP Practical Workshops

Brussels, 16th October 2024 : Athens, 10th December 2024; Prague, 3-4th April 2025

Agenda: Practical Workshop - Brussels, 16th October 2024

TIME	TOPIC	SYNOPSIS	SPEAKER
9:00	Welcome and introduction	Welcoming speech, Tour de table	Robert Szucs (DG MOVE), Alan OBrien (EIB-EIB-JASPERS) and consortium moderator Angelo Martino
9:30	NSSPs from the EC perspective	Presentation session by the European Commission on the revised TEN-T Regulation, European guidance and recommendations (including Q&A)	Robert Szucs (DG MOVE)
10:00	Introduction to the topic of NSSPs	A short intro to NSSPs, followed by a review of the key most important elements of NSSP, how they work when they work well and the associated challenges, with reference to best practice where appropriate (including Q&A).	Prof Tom Rye, consortium Key Expert
10:30	NSSPs from the regional perspective (Walloon Region)	A representative from Walloon Region (BE) will provide insights into institutional SUMP support at the regional level (including Q&A).	Damien Tobie, Mobility Planning Directorate, Walloon Region, Belgium
11:00	Coffee break		
11:15	NSSPs from the national perspective (Poland)	Insights into institutional SUMP support at the national level in Poland (including Q&A).	Aleksandra Kopeć and Magdalena Ogonowska, Ministry of Infrastructure, Poland
11:45	Facilitated discussion 1: <i>Administrative framework for NSSPs, and funding</i>	Structured exchange of experience and thinking between the country NSSP representatives, and development of shared views on how their NSSPs should develop with regard to this topic.	Facilitated by Prof Tom Rye, consortium Key Expert
13:10	Lunch break		
14:00	Facilitated discussion 2: <i>Assessment and monitoring of SUMPs at national level</i>	Structured exchange as for Topic 1	Facilitated by Aljaž Plevnik, consortium Key Expert
15:15	Final reflections	Wrap-up and next steps	Tom Rye, Aljaž Plevnik and Alan O'Brien (EIB-EIB-JASPERS)
15:30	End of workshop		

List of participants of the Practical Workshop - Brussels, 16 October 2024

#	Name Surname	Organisation	Country
1	Eva MASTNY	Ministry of Transport, Austria	Austria
2	Jérémy TOURNAY	Wallonia region, Belgium	Belgium
3	Damien TOBIE	Wallonia region, Belgium	Belgium
4	Jean-Michel Bajot	Wallonia region, Belgium	Belgium
5	Ana KLIMAN	Ministry of Maritime Affairs, Transport and Infrastructure	Croatia
6	Marko BOBAN	Ministry of Maritime Affairs, Transport and Infrastructure	Croatia
7	Evie ANAYIOTOU	Ministry of Transport, Cyprus	Cyprus
8	Michal ULRICH	Ministry of Transport, Czech Republic	Czech Republic
9	Niels SELSMARK	Danish Transport Authority	Denmark
10	Triinu TIRMASTE	Ministry of Climate, Estonia	Estonia
11	Camille BAUDELIN	Ministry of Transport, France	France
12	Jonathan Coyle	Ministry of Transport, Ireland	Ireland
13	Stefano Nichele	Ministry of Transport, Italy	Italy
14	Zane Siliņa	Ministry of Transport, Latvia	Latvia
15	Jeannette Axisa	Ministry of Transport, Malta	Malta
16	Yves Frere	Umbrella Organisation of Dutch Municipalities (VNG)	Netherlands
17	Michiel van Dongen	Ministry of Infrastructure and Water Management	Netherlands
18	Joanna Wrzeszcz	Ministry of Transport, Poland	Poland
19	Aleksandra Kopeć	Ministry of Transport, Poland	Poland
20	Rui Velasco Martins	Ministry of Transport, Portugal	Portugal
21	Maria Olinda Sequeira Pereira	Cabinet of the Secretary of State of Mobility	Portugal
22	Manuela Tavares	Ministry of Transport, Portugal	Portugal
23	Amelia ALBA GARCÍA	Ministry of Transport, Spain	Spain
24	Ignacio Canela Gomà	Ministry of Transport, Spain	Spain

Agenda: Practical Workshop - Athens, 10 December 2024

TIME	TOPIC	SYNOPSIS	SPEAKER
Day 1: 10 th December			
13:30	Welcome and introduction	Welcoming speech and Tour de Table	- Alan O'Brien, EIB-EIB-JASPERS - Secretary General of the Greek Ministry for Transport - Tom Rye and Aljaz Plevnik, TRT Consortium
14:00	NSSPs from the EC perspective	Presentation by the European Commission on the revised TEN-T regulation, European guidance and recommendations (including Q&A)	Ines Hartwig, DG MOVE
14:30	Introduction to the topic of NSSPs	A short intro to NSSPs, followed by a review of the key most important elements of NSSP, how they perform when they work well and the associated challenges, with reference to best practice, where appropriate (including Q&A)	Tom Rye and Aljaz Plevnik, TRT Consortium
15:00	Case study of an existing NSSP	A representative from the Greek Ministry of Transport will provide insights into institutional SUMP support at the national level	Evangelia Stavropoulou, Head of Unit of Sustainable Urban Mobility, Ministry of Infrastructure and Transport, Greece.
15:30	Coffee break		
15:45	Facilitated discussion 1	<i>NSSP Content and Administrative Structures</i>	Aljaž Plevnik, TRT Consortium Key Expert
17:15	Wrap up, conclusions		Alan O'Brien, EIB-EIB-JASPERS
17:30	Close		
19:30	Informal networking event	The Rude Lord, Kolokotroni 11, Athens 105 62	
Day 2: 11 th December			
09:30	Introduction and Welcome		Alan O'Brien, EIB-EIB-JASPERS
09:40	Case study of an existing NSSP	A representative from the Slovenian Ministry will provide insights into institutional SUMP support at the national level (including Q&A).	Polona Demsar-Mitrovic, Ministry of Transport, Slovenia
10:10	Case study of an existing NSSP	A representative from the Lithuanian Ministry will provide insights into institutional SUMP support	Kęstutis Vanagas, Ministry of Transport and Communications, Lithuania
10:40	Coffee break		

11:00	Facilitated discussion 2:	NSSP National Level Monitoring and Evaluation	Tom Rye, TRT Consortium Key Expert
12:30	Wrap up and final reflections	Wrap-up and next steps	- Alan O'Brien, EIB-EIB-JASPERS - Tom Rye and Aljaž Plevnik, TRT Consortium Key Experts - Ines Hartwig, DG MOVE
13:00	Close		

List of participants of the Practical Workshop - Athens, 10 December 2024

	Name Surname	Organisation	Country
1	Kathrin Raunig	AustriaTech	Austria
2	Pavlos Leptos	Department of Town Planning and Housing	Cyprus
3	Jan Jørgensen	Danish Civil Aviation and Railway Authority	Denmark
4	Katja ATTINGER	BMDV	Germany
5	Chelsea TSCHOERNER-BUDDE	German Federal State	Germany
6	Georgios CHRONOPOULOS	Ministry of Transport, Greece	Greece
7	Evangelia STAVROPOULOU	Ministry of Transport, Greece	Greece
8	Christina PALAIOLOGOU	Ministry of Transport, Greece	Greece
9	Despoina PALIARKA	Ministry of Transport, Greece	Greece
10	Álmos VIRÁG	KTI, Hungary	Hungary
11	Annija Novikova	Ministry of Transport, Latvia	Latvia
12	Gintarė JANUŠAITIENĖ	Ministry of Transport and Communications, Lithuania	Lithuania
13	Kęstutis Vanagas	Ministry of Transport and Communications, Lithuania	Lithuania
14	Rita REMEIKIENĖ	Lithuanian Research Center	Lithuania
15	Carla Isabel Oliveira	Ministry of Transport, Portugal	Portugal
16	Rute Margarida Damiao	Ministry of Transport, Portugal	Portugal
17	Mădălina ANDREI	Ministry of Transport and Infrastructure	Romania
18	Radovan Slávik	Ministry of Transport, Slovakia	Slovakia
19	Polona DEMSAR-MITROVIC	Ministry of Transport, Slovenia	Slovenia
20	Henrik ZETTERQUIST	Swedish Transport Administration	Sweden

Agenda: Practical Workshop - Prague, 3-4 April 2025

TIME	TOPIC	SYNOPSIS	SPEAKER
Day 1: 3 rd April			
13:00	Welcome and introduction	Introduction & welcome session	- Paul Riley, EIB-JASPERS - Luděk Sosna, Head of Transport Strategy, Ministry of Transport, Czech Republic - Aljaž Plevnik and Tom Rye, NSSP Experts
13:20	NSSPs from the EC perspective	Presentation by the European Commission on the revised TEN-T regulation, European guidance, funding and recommendations (with Q&A)	Robert Szucs, DG MOVE
13:40	EIB-JASPERS NSSP Activities	Overview of NSSP Workshops and learnings to date	Alan OBrien, EIB-JASPERS
	EIB Activities in Urban Mobility	EIB advisory support and financing solutions for cities	Tanguy Desrousseaux, EIB
14:10	Case study of an existing NSSP	Outline of the CZ NSSP programme with a focus on quality assessment of SUMPs at the national level	Michal Ulrich, Ministry of Transport, Czech Republic
14:40	Coffee break		
15:00	Facilitated discussion 1: Participants will be able to discuss issues interactively in small groups and exchange experience.	The content and structure of a high quality SUMP, including GUAs and TEN-T perspectives. NSSP National Level Evaluation: How to judge whether a SUMP meets the required level of quality?	Tom Rye and Aljaž Plevnik, NSSP Experts
17:15	Wrap up, conclusions for the day		- Alan O’Brien, EIB-JASPERS - Tom Rye and Aljaž Plevnik, NSSP Experts
17:30	Close		
19:30	Informal networking event	Botanique hotel, Prague	
Day 2: 4 th April			

08:50	Introduction and Welcome		Paul Riley, EIB-JASPERS
08:55	Case study of an existing NSSP	Outline of the Spanish NSSP	Amelia Alba García, Ministry of Transport and Sustainable Mobility, Spain
09:25	Facilitated discussion 2:	National SUMP Financing: possible structures for financing SUMPs, and how to link SUMP with financing of projects in a way that ensures quality, deliverability and impact?	Tom Rye, NSSP Expert
10:45	<i>Coffee break</i>		
11:00	"Speed updating"	Short updates from Member States on recent successes in SUMP Support, and new or ongoing challenges	Contributions from Ministries from Wallonia, Malta, Flanders, Italy and Poland
12:00	Facilitated discussion 3:	Reasons for and overcoming some cities' reluctance to prepare a (quality) SUMP	Aljaž Plevnik, NSSP Expert
13:00	Wrap up and final reflections	Wrap-up and next steps	- Alan O'Brien, EIB-JASPERS - Robert Szucs, DG MOVE
13:15	<i>Close</i>		

List of participants of the Practical Workshop – Prague, 3-4 April 2025

	Name Surname	Organisation	Country
1	Eva MASTNY	Ministry of Transport, Austria	Austria
2	Damien TOBIE	Wallonia	Belgium
3	Kathleen Huet	Flanders, Belgium	Belgium
4	Marko BOBAN	Ministry of Maritime Affairs, Transport and Infrastructure	Croatia
5	Hrvoje Pandža	Ministry of Maritime Affairs, Transport and Infrastructure	Croatia
6	Ana KLIMAN	Ministry of Maritime Affairs, Transport and Infrastructure	Croatia
7	Michal ULRICH	Ministry of Transport, Czech Republic	Czech Republic
8	Lucie Daňková	Ministry of Transport, Czech Republic	Czech Republic
9	Olga Křištofiková	Ministry of Transport, Czech Republic	Czech Republic
10	Vít Sedmidubský	Ministry of Transport, Czech Republic	Czech Republic
11	Eyblova Dita Ing.	Ministry of Transport, Czech Republic	Czech Republic
12	Ludek Sosna	Ministry of Transport, Czech Republic	Czech Republic
13	Jan Jørgensen	Danish Civil Aviation and Railway Authority	Denmark
14	Triinu TIRMASTE	Ministry of Climate, Estonia	Estonia
15	Maija Stenvall	Ministry of Transport, Finland	Finland
16	Katja ATTINGER	BMDV	Germany
17	Chelsea TSCHOERNER-BUDDE	Ministry of Economics and Transport, State of Hessen	Germany
18	Álmos VIRÁG	KTI, Hungary	Hungary
19	Catherine O Sullivan	Ministry of Transport, Ireland	Ireland
20	Valeria Cipollone	Ministry of Transport, Italy - RAM SpA	Italy
21	Sintija Ziedone	Ministry of Transport, Latvia	Latvia
22	Jeannette Axisa	Ministry of Transport, Malta	Malta
23	Michiel van Dongen	Ministry of Infrastructure and Water Management	Netherlands
24	Aleksandra Kopeć	Ministry of Transport, Poland	Poland
25	Carla Isabel Oliveira	Ministry of Transport, Portugal	Portugal
26	Rute Margarida Damiao	Ministry of Transport, Portugal	Portugal
27	Mădălina ANDREI	Ministry of Transport and Infrastructure	Romania
28	Radovan Slávik	Ministry of Transport, Slovakia	Slovakia
29	Polona DEMSAR-MITROVIC	Ministry of Transport, Slovenia	Slovenia
30	Amelia ALBA GARCÍA	Ministry of Transport, Spain	Spain
31	María Magdalena Esteban-Infantes Corral	INECO	Spain
32	Henrik ZETTERQUIST	Swedish Transport Administration	Sweden

Annex 3

Participant Feedback for NSSP Workshops

A. Information Session: Brussels, 11th June 2024

In total, 19 national representatives responded to the evaluation questionnaire, and among them, 17 responded that they took part to the Introductory workshop. The overall feedback from the participants indicates a high level of appreciation. About the 82% think the workshop content was very or extremely useful as the chart below shows.

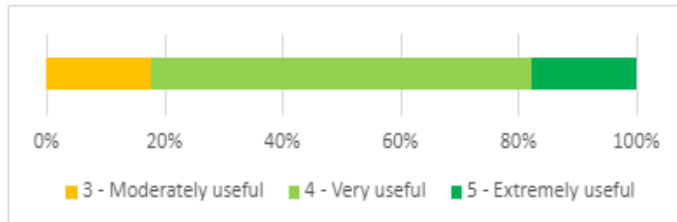


Chart 1 Usefulness of the workshop content

The workshop respected the expectations for more than half of the respondents.

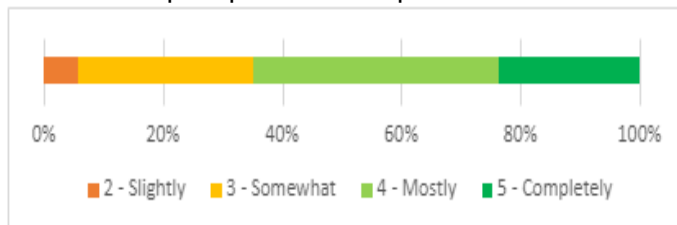


Chart 2 Satisfaction grade of workshop expectations

Most of the participants (over 75%) were satisfied or very satisfied about the topics' choice.

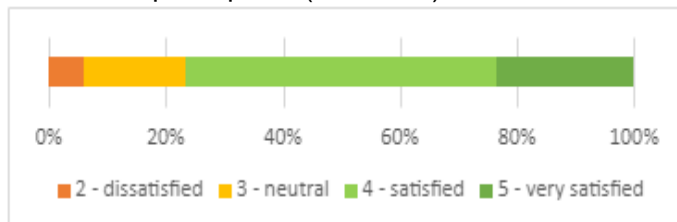


Chart 3 Satisfaction grade of topics' choice

Over 64% were satisfied with the structure of the workshop.

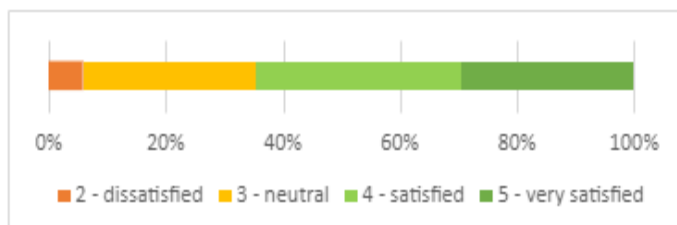


Chart 4 Satisfaction grade of the structure (mix of presentations/case studies/panel discussion, etc.)

Organization and logistics obtained the best results of the appreciation questionnaire with 88% of the participants satisfied or very satisfied.

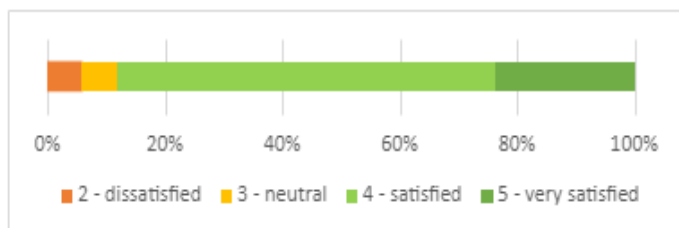


Chart 5 Satisfaction grade of the organization and logistics

Most of the participants declared that they would like to be involved in future NSSP initiatives. Over three quarters of the respondents would participate in future NSSP Workshops.

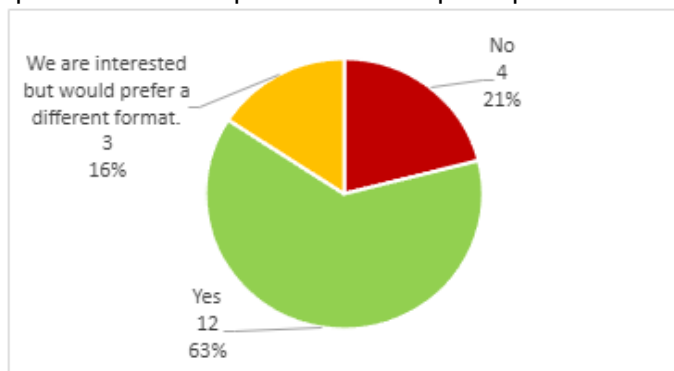


Chart 6 Interest in participating in an in-person workshop for two half days with overnight stay at own expense

Half of participants declared that they could be available to host an in-person NSSP Workshop.

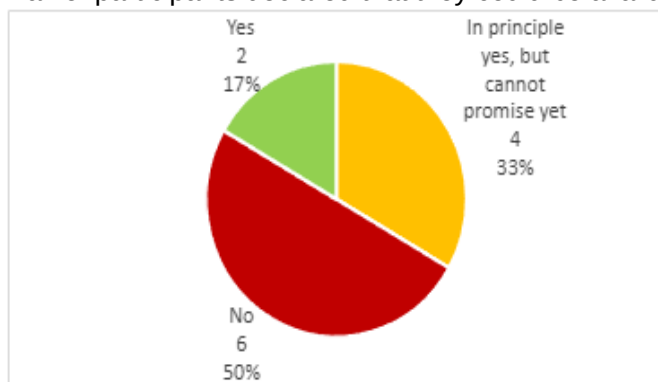


Chart 7 Interest to host an in-person NSSP workshop

More than 63% of the participants are mostly or completely interested in receiving ad-hoc on-line and country-specific NSSP consultations focused on their national context.

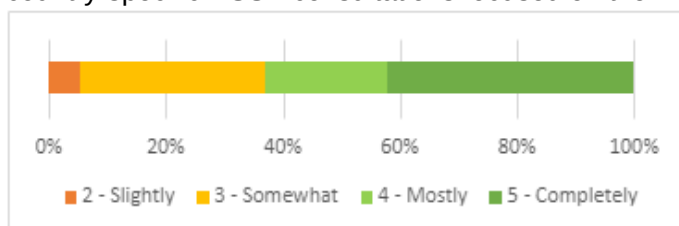


Chart 8 Interest in receiving ad-hoc on-line and country-specific NSSP consultations focused on their national context

B. Practical Workshop: Brussels, 16th October 2024

The evaluation questionnaire was launched among all participants to the workshop in Brussels and **23 national representatives** provided their response.

In total, over 95% of participants thinks the workshop was very useful or extremely useful.

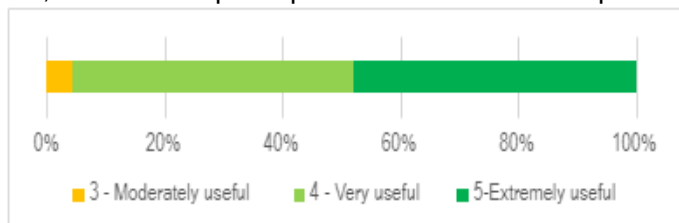


Chart 9 Usefulness of the workshop content

The workshop satisfied the expectations for more than 85% of the respondents.

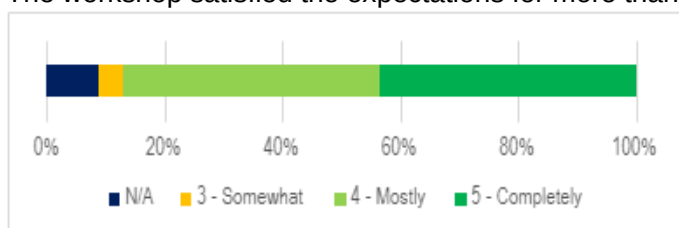


Chart 10 Satisfaction grade of workshop expectations

About 86% of respondents believed that the topics' choice was satisfying or very satisfying.

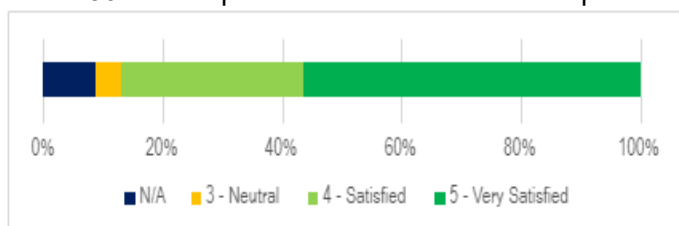


Chart 11 Satisfaction grade of topics' choice

The structure was considered satisfying or very satisfying by the 91% of the participants.

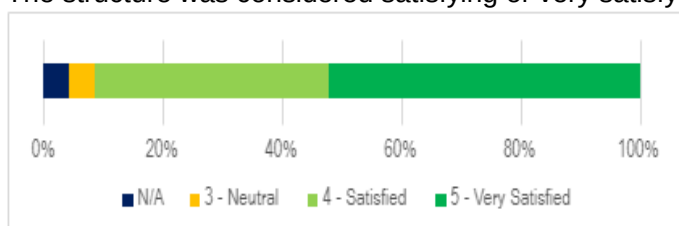


Chart 12 Satisfaction grade of the structure (mix of presentations/case studies/panel discussion, etc.)

Over 85% of the respondents believed that organization and logistics were satisfying.

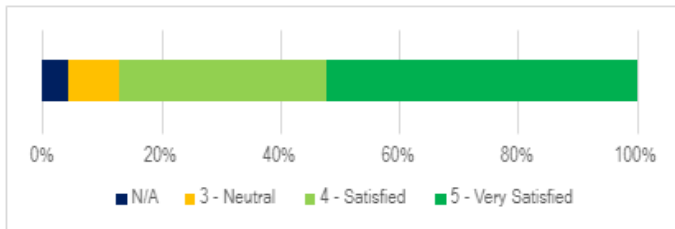


Chart 13 Satisfaction grade of the organization and logistics

About the 87% of the participants declared that they would like to participate in an in-person workshop for two half days with overnight stay.

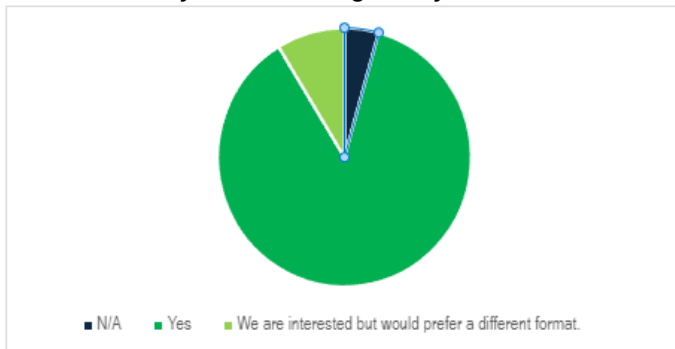


Chart 14 Interest in participating in an in-person workshop for two half days with overnight stay at own expense

Over half of the respondents declared that they could host a future in-presence NSSP Workshop.

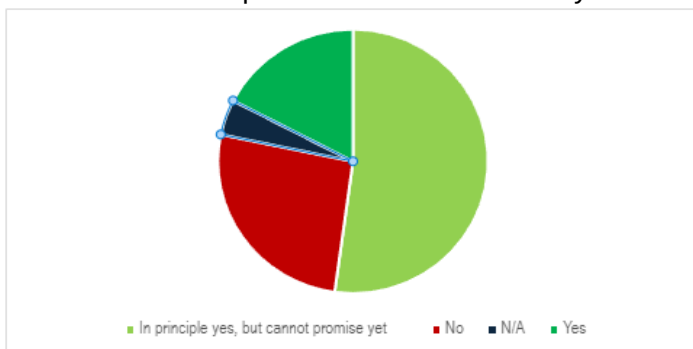


Chart 15 Interest to host a future in-presence NSSP workshop

About 70% of the participants declared that they would like to receive ad-hoc on-line and country specific NSSP consultations focused on their national content.

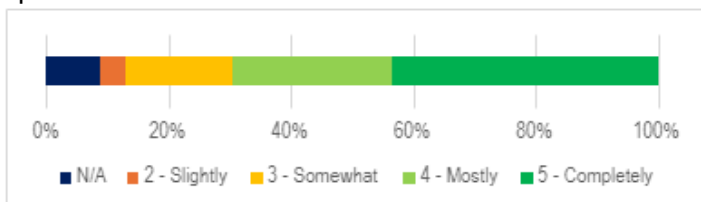


Chart 16 Interest in receiving ad-hoc on-line and country-specific NSSP consultations focused on their national context

C. Practical Workshop: Athens, 10th December 2024

An evaluation questionnaire was launched among all participants to the workshop in Athens and **13 national representatives** provided their response.

In total, 84% of participants believed that the workshop was useful or very useful.

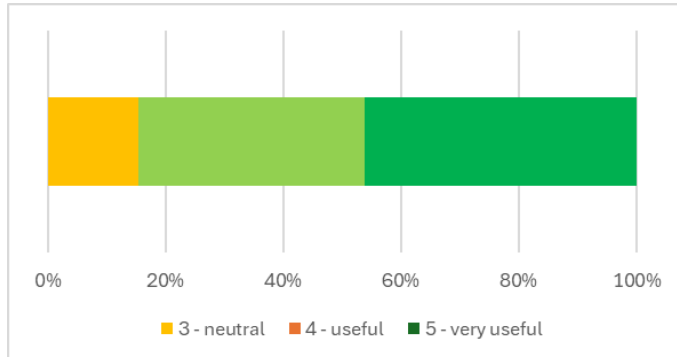


Chart 17 Usefulness of the workshop content

The workshop respected the expectations for about the 92% of the respondents.

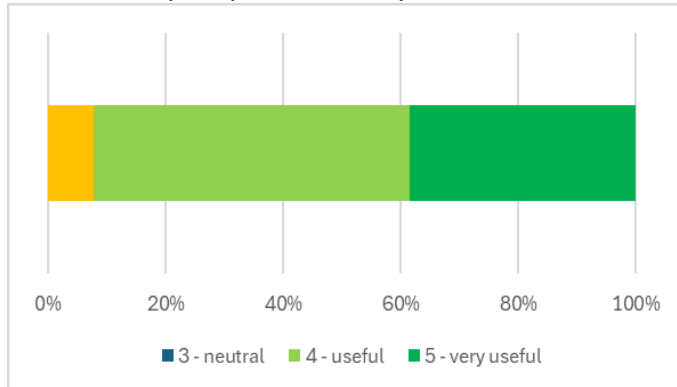


Chart 18 Satisfaction grade of workshop expectations

All the participants considered useful or very useful the topics' choice.

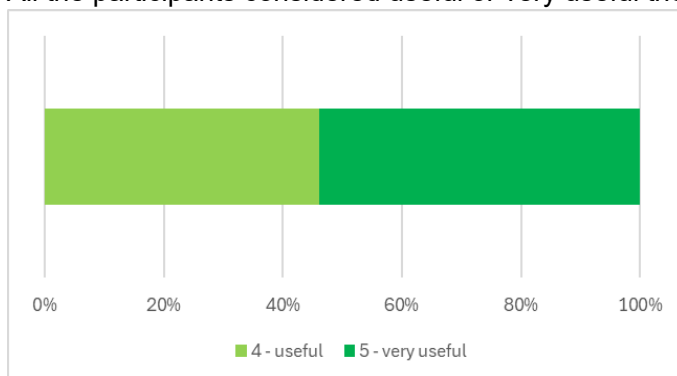


Chart 19 Satisfaction grade of topics' choice

Over 90% of participants considered useful or very useful the structure of the workshop.

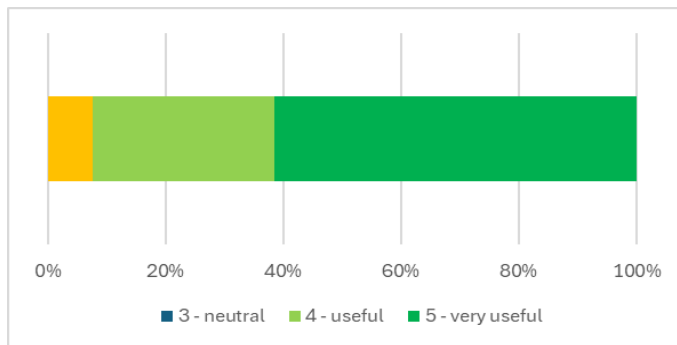


Chart 20 Satisfaction grade of the structure (mix of presentations/case studies/panel discussions, etc.)

Most of the respondents (94%) believed that the organisation and logistics were useful or very useful.

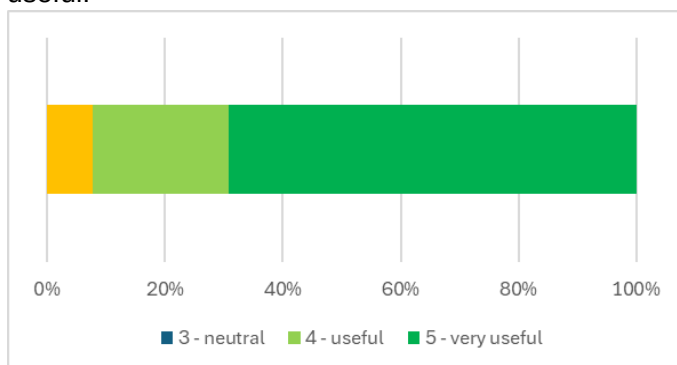


Chart 21 Satisfaction grade of the organization and logistics

All the respondents declared that they would be interested in participating in future workshops. 15% declared they would prefer a different format.

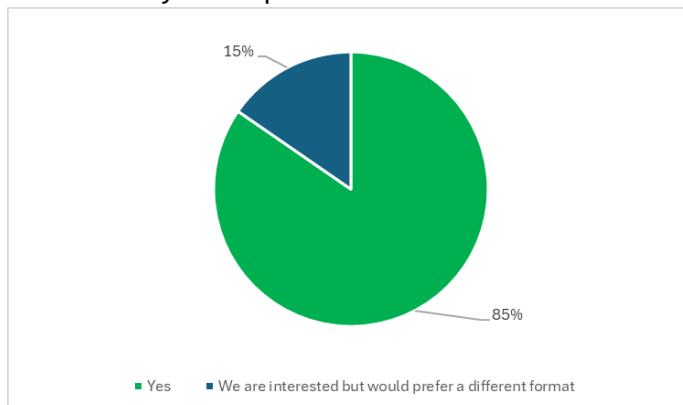


Chart 22 Interest in participating in an in-person workshop for two half days with overnight stay at own expense

Over 90% of respondents declared that they would be interested in receiving ad hoc on-line and country-specific NSSP consultation focused on their national context.

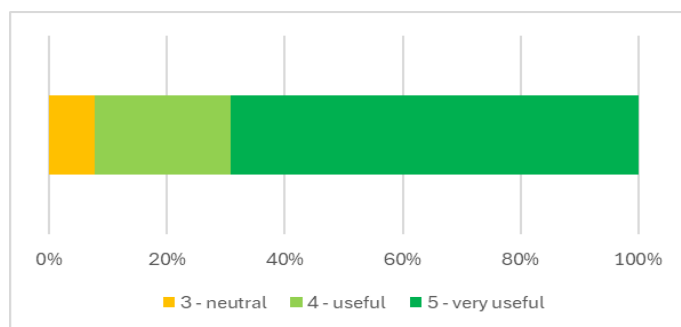


Chart 23 Interest in receiving ad hoc on-line and country-specific NSSP consultation focused on their national context

D. Practical Workshop: Prague, 3rd-4th April 2025

An evaluation questionnaire was launched among all participants to the workshop in Prague and **15 national representatives** (from Austria, Belgium, Czech Republic, Ireland, Latvia, Portugal, Romania, Slovakia, Slovenia and Sweden) provided their response.

More in detail 80% of them believed that the workshop was useful or very useful.

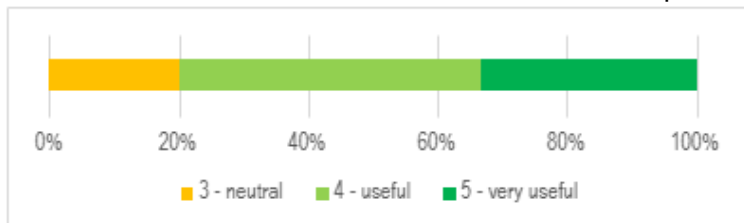


Chart 24 Usefulness of the workshop content

The workshop respected the expectations for about the 73% of the respondents.

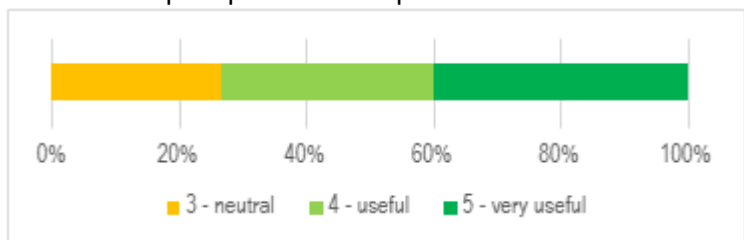


Chart 25 Satisfaction grade of workshop expectations

93% of the participants considered useful or very useful the topics' choice.

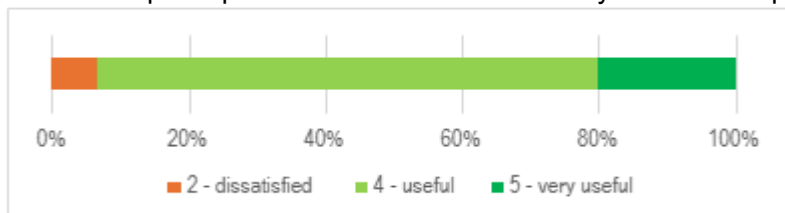


Chart 26 Satisfaction grade of topics' choice

Over 70% of participants considered useful or very useful the structure of the workshop.

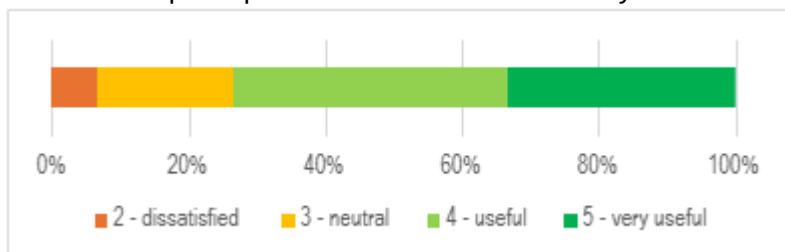


Chart 7 Satisfaction grade of the structure (mix of presentations/case studies/panel discussions, etc.)

Finally, 94% of the respondents believed that the organisation and logistics were useful or very useful.

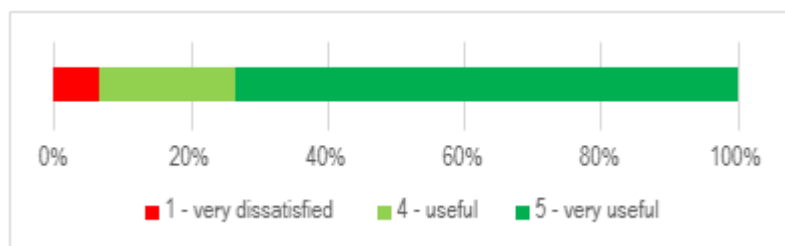


Chart 25 **Satisfaction grade of the organization and logistics**