

4th European Conference on Sustainable Urban Mobility Plans

29 –30 MARCH 2017 | DUBROVNIK, CROATIA



Intelligent planning for sustainable mobility

DRAFT CONFERENCE PROGRAMME

The conference is financed by the European Commission with the support of the host City of Dubrovnik



City of Dubrovnik



European Platform
on Sustainable Urban
Mobility Plans



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YOUR CONFERENCE IN DUBROVNIK

The City of Dubrovnik is delighted to host the Fourth European Conference on Sustainable Urban Mobility Plans. Hidden in the southernmost part of the Croatian territory, Dubrovnik is a priceless pearl gracing the south shores of the Adriatic Sea. With its breathtaking natural beauties, rich historical heritage, and diverse attractions for tourists, Dubrovnik ranks among the most beloved and regularly visited destinations of the region.

The City of Dubrovnik has published a Sustainable Urban Mobility Plan, defining the problems to be addressed and outlining possible solutions, in order to keep the city's urban area functional. Dubrovnik is a champion city in Croatia regarding the implementation of new technologies and innovations addressing current urban transport challenges. The City of Dubrovnik has successfully implemented numerous

projects in the area of sustainable transport, energy efficiency and renewable energy generation over the past several years. Furthermore, the municipality closely coordinates with academic partners, thus enabling the development and implementation of strategies and action plans to promote the sustainable development of the city.

EUROPEAN PLATFORM ON SUSTAINABLE URBAN MOBILITY PLANS

The European Platform on Sustainable Urban Mobility Plans supports the development of the Sustainable Urban Mobility Plan (SUMP) concept and provides relevant tools for local planning authorities. The platform serves to promote the exchange of good practice, and facilitate co-ordination and co-operation between the different EU-supported actions through a co-ordinating group. More information on the platform, case studies, tools and other support is available on <http://www.eltis.org/mobility-plans>

Current members of the co-ordinating group

Eltis / European Platform Secretariat (Walter Koehn, GOPA and Teije Gorris, DTV Consultants), SUMP Award (Dagmar Köhler, Polis), SIMPLA (Fabio Tomasi, AREA Science Park), EVIDENCE (Colin Black, ARCA DIS), European Urban Transport Roadmaps 2030 (Guy Hitchcock, Ricardo-AEA Ltd), Technical support for the promotion of sustainable urban mobility in third countries (Rob Jeuring, Ecorys), CIVITAS PROSPERITY (Robert Pressl, FGM-AMOR), CIVITAS SUMPS-UP (Cristina Garzillo, ICLEI), CIVITAS SATELLITE (Nicolas Hauw, POLIS), CIVITAS SUITS (Andree Woodcock, Coventry University), CityMobilNet (Olaf Lewald, Bielefeld), EASME (Christof Marx), EC - DG MOVE (Madeleine Kelly), EC - DG REGIO (Vincent Leiner), EC - DG ENV (Nicholas Banfield and Thomas Verheyen), EC - INEA (Octavia Stepan), JASPERS (Joachim Schneider) and EIB (Mauro Ravasio).

Intelligent planning for sustainable mobility



Quality of life is of special importance to most cities. This is defined by the environment, the living conditions and the economic situation but also by a supportive environment for individual mobility choices. Intelligent planning for sustainable mobility puts people first!

The development of cities and associated population growth, congestion and pollution has placed sustainable urban mobility high on the agenda. More sustainable, intelligent and integrated planning processes are widely recognized as a way of dealing with these challenges along with identifying an appropriate set of policies. The European Conference on Sustainable Urban Mobility Plans is the principal annual event assembling an international community of practitioners, policymakers, city staff and academics from across Europe to debate key issues, highlight developments in intelligent mobility planning and exchange ideas and experience.

The conference will address the following themes:

<p>The Big Picture</p>	<p>Making the SUMP framework more effective</p>	<p>The integration and innovation challenge</p>	<p>Planning Techniques</p>
<p>Investigate the interface between mobility planning, land use planning and urban design</p>	<p>Learn about sources of support from beyond the city's own SUMP</p>	<p>Investigate areas of key policy interest, including freight, parking, safety or IT solutions</p>	<p>Get an update on planning methods and tools</p>

4th European Conference on Sustainable Urban Mobility Plans

Agenda

WEDNESDAY 29 MARCH 2017

08:00 – 09:00 Registration and welcome coffee

09:00 – 11:00 Opening Plenary Session

Moderator: Karl Heinz Posch, Austrian Mobility Research FGM-AMOR

NN, Acting Mayor of Dubrovnik

Welcome address

Ministry of Maritime Affairs, Transport and Infrastructure of Croatia, Speaker TBC

tbc

Maja Bakran-Marcich, European Commission, Deputy Director-General for Mobility and Transport

Welcome by the European Commission

Teije Gorris, European Platform on Sustainable Urban Mobility Plans

Introduction to the Platform's members, aims, activities and services

Peter Staelens, Eurocities, and Aljaz Plevnik, Urban Planning Institute of the Republic of Slovenia

Results of the European-wide user needs assessment and relation to the planned tool inventory and training activities.

11:00 – 11:30 Coffee Break

11:30 – 13:00 Parallel Sessions (1)

A1

THE BIG PICTURE

To whom does public space belong – to machines or to people?

With the large-scale introduction of the automobile, urban planning has largely been focused on traffic and parking facilities. To a limited extent, this public space for machines has been reconquered by pedestrianisation, play streets and shared space. How can the public space currently devoted to machines be reclaimed to a greater extent?

- » **Moderator: Tom Rye, Edinburgh Napier University**
- » **Juan Carlos Escudero, Centro de Estudios Ambientales de Vitoria Gasteiz**
Towards a liveable vibrant and resilient city through new mobility and public space strategies: The superblock approach in Vitoria-Gasteiz
- » **Andrzej Szarata, Cracow University of Technology**
For whom is the city – Krakow's experience
- » **Andrea Novakovic, City of Dubrovnik Development Agency**
Placemaking development: a new model for sustainable living

B1

MAKING THE SUMP FRAMEWORK MORE EFFECTIVE

How SEAP, SECAP and SUMP can support each other

Sustainable Energy Action Plans (SEAPs) have a longer tradition than SUMP and are more widely adopted with over 3700 registered SEAPs. What can SUMP and SEAPs learn from each other? How can cities with a SEAP, connect it to a SUMP? And what opportunities are offered by the newly developed SECAP?

- » **Moderator Luca Mercatelli, Area Science Park, Trieste**
- » **Fabio Tomasi, Area Science Park, Trieste**
Harmonizing SUMPs and SEAPs/SECAPs: innovative perspectives for sustainable cities
- » **Federica Brazzafolli, Pordenone**
Planning mobility, energy and urban development together: the Pordenone experience
- » **Goran Krajacic, City of Dubrovnik**
Building smart energy systems through integration of SEAP, SECAP and SUMP measures

C1

THE INTEGRATION AND INNOVATION CHALLENGE

Result-driven planning using SUMP indicators

SMART: Specific, Measurable, Achievable, Relevant, Timely – that's what the goals of a SUMP should be. Once they are set, how should this affect planning?

- » **Moderator: Piotr Rapacz, European Commission, Directorate-General for Mobility and Transport**
- » **Dirk Lauwers, Ghent University and Antwerp University**
The WSCSD tool
- » **Udo Becker, Technical University Dresden**
StepByStep towards less un-sustainable transport in cities: Which approaches are more successful and why?
- » **Pernilla Hyllenius Mattisson and Björn Wendle, Trivector**
Supercharge your SUMP with MaxSumo and SHIFT

D1

PLANNING TECHNIQUES

Slowing traffic and reallocating roadspace away from traffic: good for your city and its economy

SUMPs often include measures that take space away from moving or parked cars, or that slow down private vehicles to make improvements for people travelling in other ways. Politicians get worried about such measures because a few vocal car drivers can create a lot of political pressure. This session presents cities whose quality of life and economy have improved as a result of reallocating roadspace away from cars.

- » **Moderator: Fred Dotter, Mobiel 21**
- » **Andreas Nordin, City of Malmö**
Slow down traffic to speed up sustainability
- » **Martin Cassini, Equality Streets**
Let all street-users co-exist as equals on a level playing-field
- » **Luana Bidasca, European Transport Safety Council**
30km/h where people live and work

14:00 – 15:30 Parallel Sessions (2)

A2

THE BIG PICTURE

SUMPs for cities with very large numbers of tourists

The tourism business forces cities to accommodate mass tourism and this tends to displace inner city inhabitants and reduce the number of regular visitors to city suburbs. Local shops and businesses and finally even the higher-spending tourists desert the city centre. Tourism becomes a nuisance. What can SUMPs do about this? How do cities cope and combine living, economic and leisure functions?

- » **Moderator: Florinda Boschetti, Polis**
- » **Marko Šoštarić, City of Dubrovnik**
NEW solutions for the OLD town
- » **Speaker and Title TBC, Barcelona**
- » **Pier Paolo Pentucci, Università Ca' Foscari Venezia**
A new perspective for SUMP: revitalizing and preserving historical city centers

B2

MAKING THE SUMP FRAMEWORK MORE EFFECTIVE

National programmes to support SUMP development and implementation

In most countries, national programmes can play an important role in supporting urban areas in developing SUMPs. However, there can be a much stronger role for them: providing, for example, standards for planning and evaluation, national databases, incentive programmes, and platforms for information exchange. What are the options and what good practice already exists?

- » **Moderator: Vincent Leiner, European Commission, Directorate-General for Regional and Urban Policy**
- » **Dominique Ameele, Flemish Region**
SUMP policy framework in Flanders, Belgium: more than 15 years of experience and improvement
- » **Polona Demšar Mitrovič, Ministry of Infrastructure, SI**
National SUMP Programme – the Approach of Slovenia
- » **Joachim Schneider, Jaspers and Mark Finer, Mott MacDonald**
JASPERS SUMP training for experts and decision makers in countries drawing on European Structural and Investment Funds

C2

THE INTEGRATION AND INNOVATION CHALLENGE

Freight transport and SUMPs

Freight represents a substantial proportion of urban traffic movements, but integrating city logistics into a SUMP is complex. How can different stakeholder interests be reconciled? What solutions are available?

- » **Moderator: Måns Lindberg European Commission, Directorate-General for Mobility and Transport**
- » **Michael Browne, University of Gothenburg**
The importance of business models in sustainable urban freight initiatives
- » **Karl Reiter, Austrian Mobility Research FGM-AMOR**
CycleLogistics as a cost efficient element of SUMPs
- » **Marianne Thys, Brussels Capital Region**
Goods transport: a key component of urban mobility

D2

PLANNING TECHNIQUES

Low cost, big impact measures and how to convince politicians that they are worthwhile

At a time of limited finance for SUMPs, it's really important for cities to be able to find measures that have a big impact but don't cost much – like improvements in micro accessibility, or low cost conversion of road space to public space for people. This session will showcase examples, and costs, of such measures, and also provides arguments on how to convince politicians.

- » **Moderator: Claus Köllinger, Austrian Mobility Research FGM-AMOR**
- » **Colin Black, Arcadis**
Using Evidence of the Economic Benefits of SUMP Initiatives to Increase Funding
- » **Olaf Lewald, City of Bielefeld and Claus Köllinger, Austrian Mobility Research FGM-AMOR**
Urban Local Support Groups as facilitator for developing the SUMP in Bielefeld and other cities within the URBACT network CityMobilNet
- » **Tunde Hajnal, BKK - Budapesti Közlekedési Központ (Centre for Budapest Transport)**
How to sell the SUMP idea - good and bad practice in Budapest

15:30 – 15:50 Short introduction to the Market Place of Projects and Tools PLENUM
Each project / tool provider has one minute to advertise the project / tool at the Market Place using a poster or slide

15:50 – 17:00 Coffee Break including visit to the Market Place

19:30 – 22:30 Evening event and conference dinner



The conference dinner will take place in the Revelin Fortress that was built in the 15th century in the eastern part of the old town, just outside Ploče City Gate.

Important: Please ensure you bring your conference badge with you to gain entry to the conference dinner. Participants, who registered for it, may use the shuttle bus from the conference venue to the gates of the old town.



THURSDAY, 30 MARCH 2017

08:00 – 09:00 Registration and welcome coffee

09:00 – 10:00 Opening Plenary Session

Moderator: Karl Heinz Posch, Austrian Mobility Research FGM-AMOR

Maria Vassilakou, Deputy Mayor of the City of Vienna, Austria

Keynote: Results of the first year of implementation of the SUMP of Vienna

Christophe Najdovski, Vice-Mayor of Paris

Keynote: TBC

10:00 – 11:30 Parallel Sessions (3)

A3

THE BIG PICTURE

Better urban environment, quality of life, and public health. How do SUMP's help?

Quality of life is a strong argument in favour of SUMP's. It often helps to implement measures that are purely transport oriented and reduce the use of cars. What role do environmental and health issues play in the development of a livable city?

- » **Moderator: Benjamin Caspar, European Commission, Directorate-General for Environment**
- » **Peter Jones, University College London** – Expanding SUMP's to reflect current visions of city life
- » **Gilles Bentayou, Benjamin Fouchard, MobiliseYourCity and CEREMA**
SUMP's as opportunities to debate on urban environment: the role of participatory processes in transport planning in France
- » **Jan Vermeulen, Mayor of Deinze and President of the Flemish Cycling Embassy** – Integrate energy efficiency and livability by a strong cycling policy

B3

MAKING THE SUMP FRAMEWORK MORE EFFECTIVE

Parking management and SUMP

On average, cars park 23 hours per day. Car parking policies can be beneficial and a very useful instrument as well as a source of revenue. But car parking management, which can include paid parking, parking space reduction and enforcement, is often the focus of great controversy. How should parking management be integrated into a SUMP?

- » **Moderator: Robert Pressl, Austrian Mobility Research FGM-AMOR**
- » **Laurence Bannerman European Parking Association**
Parking management: an important sustainable urban mobility tool
- » **Ana Draguțescu Association for Urban Transition ATU and ICLEI**
Parking Management, as a reactive mind-set in New Member States
- » **Giuliano Mingardo, Erasmus University Rotterdam**
Parking, Retail and Urban Attractiveness

C3

THE INTEGRATION AND INNOVATION CHALLENGE

Local strategies in SUMP development

What planning philosophies and planning techniques are found in the different cities of Europe? Is there a great difference between Western, Central and Eastern European Cities?

- » **Moderator: Susanne Böhler-Baedeker, Rupprecht Consult**
- » **Marcin Wolek, Gdynia City Council and University of Gdansk** – Towards the integration of SEAPs and SUMP's. The local context of the city of Gdynia, Poland.
- » **David Harris, City of Birmingham** – Reallocating Birmingham's Roadspace – Developing Birmingham's Transport Space Allocation
- » **Georg Förster, City of Kassel**
Why a SUMP for Kassel, Germany - differences between SUMP's and VEP's.

D3

PLANNING TECHNIQUES

Suburbanisation and rural areas: the role of SUMP's

Relocation of jobs creates new migration streams and mobility challenges both within a country and cross-border, and especially between cities and rural areas. Rural areas are losing population and tax base. Commuting is creating excessive travel demand, car dependence and the need to reorganize planning practices and public transport services.

- » **Moderator: Patrick Auwerx, Mobiel 21**
- » **Mari Jüssi, Tallinn Region SUMP co-ordinator**
Moving for new jobs - sprawling cities and empty rural areas.
- » **Oliver Roeder, University of Natural Resources and Life Sciences (BOKU), Vienna**
Implementation of SUMP's within rural areas
- » **Antonio Gonzalez, Urban Planning Agency of Bordeaux**
The mobility "Grenelle" of Bordeaux : a large participation procedure beyond administrative borders

11:30 – 12:00 Coffee Break including visit to the Market Place

12:00 – 13:30 Parallel Sessions (4)

A4

THE BIG PICTURE
Room: Hanse Saal**Large regeneration areas and their relationship to SUMP**

Building new settlements in cities or closing down big infrastructure in cities and turning things back to a situation which is more people-oriented than car dominated is a trend that can be seen in recent years. Here the connection between land use planning and mobility planning will be highlighted.

- » **Moderator: TBC**
- » **Gregor Stratil-Sauer, Vienna**
Mobility aspects in the new city expansion districts of Vienna
- » **Ewan Gourlay, Dundee City Council**
The interrelationship between the regeneration of Dundee Waterfront and the city's Local Transport Strategy (SUMP)
- » **Gonsalo Caiado, City of Lisbon and Pedro Machado, Lisboa E-Nova**
Shifting from a predict and provide transport infrastructures approach to a new paradigm in smart mobility management – The Lisbon Experience

B4

MAKING THE SUMP FRAMEWORK
MORE EFFECTIVE**Intelligent technology in urban mobility – how IT solutions can help to achieve SUMP objectives**

Big data, Uber, smart cities – there are lots of new forces at work in urban mobility. This session describes them and debates how urban mobility planners can use them to get the best for their SUMP.

- » **Moderator: Simone Bosetti, Transporti e Territorio (TRT)**
- » **Sergio Fernández Balguer, Empresa Municipal de Transportes de Madrid**
Data as an asset: an open platform for transport data in Madrid
- » **Gabriele Folli, City of Parma**
The integration of IT solutions in the SUMP of Parma
- » **Stephanie Leonard, European Commission, Directorate-General for Mobility and Transport**
Urban ITS: A European Policy Context
- » **Ljubo Nikolic, City of Dubrovnik**
TBC

C4

THE INTEGRATION AND
INNOVATION CHALLENGE**Accessibility and integration for people with reduced mobility in SUMP**

About 25% of the people in a city have reduced mobility: either permanent or temporary through illness or because they have luggage or a pushchair, for example. This should be taken into account in the design of public space and public transport. How can these concerns be integrated into a SUMP?

- » **Moderator: Inmaculada Placencia Porrero, European Commission, Directorate-General for Employment, Social Affairs and Inclusion**
- » **Guy Hitchcock, Ricardo** – Beyond mobility - understanding and comparing urban accessibility in European cities
- » **Novica Micevic, City of Belgrade** – Planning and implementation of strategies and measures for people with reduced mobility in Belgrade
- » **Marie Denninghaus, European Disability Forum**
Importance of accessibility and involvement of persons with disabilities in mobility plans and public transport – nothing about us without us.

D4

PLANNING TECHNIQUES

How does the idea of SMART Cities fit to the SUMP approach?

With SUMP, urban mobility has the framework for integrated planning at hand, which is instrumental for the joined-up thinking that a Smart City needs to adopt. This includes the field of energy use (electrification), technologies (ITS, automation) and behaviour (sharing economy, focus on active travel).

- » **Moderator: Karen Vancluysen, POLIS**
- » **Karen Vancluysen, POLIS**
SUMP to put mobility at the core of Smart Cities
- » **Nikša Vlahušić, City of Dubrovnik Development Agency**
SMART the SUMP up
- » **Håkan Perslow, Research Institutes of Sweden (RISE)**
Is the Smart City the answer to SUMP challenges?

12:00 – 13:30 Parallel Sessions - Workshop with Politicians

Workshop with Politicians

During the final parallel sessions, the European Commission will host a special roundtable discussion for visiting political representatives.



13:30 – 14:30 Lunch Break

14:30 – 16:00 Closing Plenary

Moderator: Karl Heinz Posch, Austrian Mobility Research FGM-AMOR

Aglaee Degros, Head of the Department of Urbanism, TU Graz

The role of urban mobility from the perspective of an urbanist

Michael Cramer (to be confirmed) European Parliament

Non-motorised modes as the backbone of SUMP

Matej Zakonjšek, Head of Cabinet of Commissioner for Transport

Closing speech including EU urban mobility policy and initiatives

THANK YOU AND FAREWELL!

FURTHER OPTION FOR EXCURSIONS FOR THOSE WHO STAY IN DUBROVNIK

MOBILITY EXCURSIONS AROUND DUBROVNIK ON TUESDAY AND THURSDAY

If you have pre-registered for a site visit you have the unique possibility to get to know one of the most famous and best preserved old towns in Europe, surrounded by a wall, but open in mind. A bus transfer is provided from the conference venue to the starting point of each site visit. The exact meeting place and time will be announced during the conference.

NO.	EXCURSION	LEADER	MEETING PLACE
S01	<p>Tuesday, 28th, 17:00-19:00 Walking Tour 1: Historic development of the city of Dubrovnik</p> <p>The story of Dubrovnik is old as it is beautiful. It all started long ago in times that can only be recalled by legends. This walking tour will explain how it has coped with everyday requirements through the centuries.</p>		
S02	<p>Tuesday, 28th, 17:00-19:00 Walking Tour 2: Conservation versus modern city development</p> <p>This walking tour provides an insight into how the historical old town of Dubrovnik implements modern city solutions while preserving its priceless heritage and still following contemporary trends.</p>		
S03	<p>Tuesday, 28th, 17:00-19:00 Walking Tour 3: Families in an historic city centre</p> <p>This walking tour provides an insight into the of advantages and disadvantages of living in a historical city. Is historical beauty enough to keep the inhabitants within the city walls?</p>		
S04	<p>Thursday, 30th, 16:30-18:30 Walking Tour 4: Historic development of the city of Dubrovnik</p> <p>The story of Dubrovnik is old as it is beautiful. It all started long ago in times that can only be recalled by legends. This walking tour explain how it has coped with everyday requirements through the centuries.</p>		
S05	<p>Thursday, 30th, 16:30-18:30 Walking Tour 5: Port – Tourism – Logistics</p> <p>Because of its geographical position, the city of Dubrovnik has grown and expanded its influence across the seas, making the city an important trading centre. Nowadays, the Port of Dubrovnik is a huge centre for tourism and attracts thousands of cruise passengers in particular. This walking tour helps to understand how the port manages the logistical challenges that come with cruise tourism.</p>		
S06	<p>Thursday, 30th, 16:30-19:30 Bus Tour: Konavle region</p> <p>The southernmost region of Croatia is called Konavle. The name Konavle is derived from Canalis (latin for canals, i.e. irrigation), which the Romans built to supply the area with water. Nowadays, Konavle is a rich countryside region, with immense history and a traditional way of living. This bus tour helps to understand how this area copes with mobility and freight. And do local people live according to sustainable principles, just like in the olden days?</p>		
S07	<p>Thursday, 30th, 16:30-19:30 Cycling Tour: Is Dubrovnik a cycling friendly city?</p> <p>Experience the daily routine of an average local resident by bicycle! Is it possible to get around by bicycle in Dubrovnik? What needs to be improved? We will cycle through the most popular streets in the city, and experience the local driving and cycling culture.</p>		

SESSION FORMATS AND TYPES OF INTERACTION

Our aim is to make this conference a fruitful experience for all participants, whether they are from the public or private sector. In order to facilitate a knowledge exchange experience that is as useful to you as it possibly can be, we have developed different session formats and types of interaction, of which one is interactive voting. All techniques aim to trigger interaction within the audience and to encourage further cooperation.

Plenary Sessions

The three plenary sessions are the key sessions of the conference, presenting high interest topics and a broad range of content.

Presentation Session

In a presentation session three speakers deliver a PowerPoint or Prezi presentation of about 20 minutes each, followed by a discussion. The conference offers 12 sessions with more than 35 presentations that are led by a moderator who will also facilitate interaction with the audience.

Challenge Sessions

The attendees of the conference are either well informed and experienced in the field of Sustainable Urban Mobility Plans or wish to gain more knowledge about this topic. This provides a unique opportunity to gather ideas, share visions and exchange knowledge on the different challenges that are set. Four challenge sessions are provided and include 3 challenge holders who present their challenge to the audience via a 5 minute presentation. The challenges are discussed in small groups. Participants are invited to give feedback, come up with solutions, recommendations and share their thoughts on the topic for 20 minutes. Groups rotate between challenges and continue their discussion where the previous group ended. The 3 challenge holders provide the main findings to all participants.

Market Place

Some topics can be best explained by a stand or poster on which an idea, a new insight, or a process is presented. A dedicated session offered to all participants, where the market place holders can promote their stand or poster in a one-minute pitch. Afterwards, the participants will have the possibility to visit the respective market place holder to discuss the topic in greater depth.

Interactive Voting

Gathering feedback from this audience and engaging them is a key success factor for any conference. We used to do this during the Q+A session, and maybe with hand signs or the famous green and red cards, but there are much more sophisticated tools now. Nonetheless, interactive voting will not replace any Q+A sessions, but will rather complement them.

Twitter

To keep those who are not able to participate informed about the conference, and to share the main messages of the event with the outside world, [#SUMPconference2017](#) is the official hashtag of the conference.



VENUE OF THE CONFERENCE

The Conference will be held at the Valamar Lacroma Dubrovnik Hotel, Croatia's leading business hotel. Valamar Lacroma Dubrovnik Hotel is located on the tranquil Babin Kuk peninsula, surrounded by pine tree forests and soothing white pebble beaches. Renowned for its fusion of nature and state-of-the-art facilities, the hotel offers ultra-modern rooms and suites, the largest conference facilities in the area, a memorable gastronomic experience in its gourmet restaurant, a wine bar terrace with panoramic views of the Elaphiti Islands and easy access to all the major sights of Dubrovnik.

Revelin Fortress - Conference Dinner

The monumental 15th century Revelin Fortress guards the city gate of Dubrovnik, with a large arched hall in the interior and a beautiful terrace at the top overlooking the Old Town and its harbour. It has served several purposes throughout its history; both the Cathedral Treasury and the city treasury were located there and it served as the venue for Dubrovnik Government Council meetings and as a garrison for some time.

TRAVELLING AROUND DUBROVNIK

Transport from/to Airport Čilipi

International Airport Čilipi is located approximately 22 km from Dubrovnik City Centre.

There are 2 options to get to the City Centre from and to the Airport: Shuttle bus and Taxi.

Shuttle bus from the airport

1. Dubrovnik Airport Shuttle Bus service, which is provided by Atlas Agency. The bus stop is in front of Terminal "B" (Domestic & International Arrivals) just outside the Airport. After you exit the baggage claim area, you will find Atlas travel agency on the right-hand side, where you can purchase Airport shuttle bus tickets to Dubrovnik. You can also buy the ticket in the bus, directly from the driver. The price is: 40 Kuna (KN)/6 EUR one way or 70 Kuna (KN)/10 EUR return. Note: the bus driver accepts payment in Kuna (KN) only. The trip duration is 30 minutes.

This bus drops you off at two stops:

- » The eastern Pile Gate (which is the starting point for all the buses, and if you are heading to Valamar Lacroma Dubrovnik Hotel or Valamar Tirena, you should exit here and take Bus number 6.
- » Main Bus Station (there are no buses from this stop directly to the hotel, but you can take a taxi).

Shuttle bus to the airport.

Departures from Dubrovnik toward the airport are ALL from the main bus station in Gruž Port. The airport shuttle bus generally leaves from the main bus station in Gruž two hours before every international flight and 90 minutes before every domestic flight.

It is recommended to check the exact time of the airport transport via our contact form two days prior to travelling, since slight deviations (up to 15 min) are possible. The following day's timetable is published regularly on <http://www.atlas-croatia.com/arrangement/dubrovnik-airport-shuttle-bus/>

Taxi at the airport

A taxi stand is located just in front of Terminal "B" (Domestic & International Arrivals). Taxi information, including fares is available at the Taxi information desk in Terminal "B" (Domestic & International Arrivals), The approximate cost to the City centre or Valamar Lacroma Dubrovnik Hotel or Valamar Tirena is approximately 40-50 EUR / 300 - 375 Kuna (KN) (one way).

Taxi to the airport

There are a number of taxi operators in Dubrovnik. There are taxi stands outside the airport, at the Main bus station, at Gruž harbour in central Lapad (close to Valamar Hotels), at Pile Gate (eastern entrance to the Old Town), at Ploce Gate (western entrance to the Old Town). You can also call a taxi for free at 0800-970 which is a 24/7 service or ask your hotel to call for you.

Travelling around the City

The most common public transport in Dubrovnik is the city buses. The bus network is extensive and interconnects all parts of the city. At this link, you can find the timetable at: <http://libertasdubrovnik.com/gradski-vozni-red/>. The bus map: <http://libertasdubrovnik.com/mreza-linija/>

The buses run all day at 10-15 minute intervals with the exception of the early morning when the bus traffic stops for 3 or 4 hours. The price for a one way ticket is 2 EUR / 15 Kuna (KN), and it can be bought at newsstands, hotels, but as well in the bus.

As for the buses towards Valamar Hotels from the Old Town: bus number 6 goes directly to the bus stop next to Valamar Lacroma Dubrovnik Hotel and 2 minutes away from Hotel Valamar Tirena. The same number 6 goes to the Old Town from the same bus stop on the opposite side of the street. Taxi from venue/hotel to the old town should cost approximately : 80 Kuna (KN) = 11 EUR.

CONTACT DURING THE CONFERENCE

For any queries during the conference you can get in touch with the conference team



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