



## THE INSTITUTIONAL DIALOGUE PROJECT OF THE GREEN LIVING AREAS MISSION

# TOWARDS CLIMATE-RESILIENT MOBILITY HUBS IN THE MEDITERRANEAN: LESSONS FROM GREENMO AND ANTWERP

## POLICY BRIEF

### ABSTRACT

Green and inclusive mobility hubs can support sustainable, multimodal and climate-resilient mobility systems across the Mediterranean. Building on the experiences of the **GREENMO** project and the **city of Antwerp**, the 2nd Green Living Areas Institutional Policy Dialogue presented practical recommendations for local and regional authorities to reduce car dependency, improve accessibility and strengthen connections between transport modes. This brief highlights the GREENMO Strategy, developed through participatory processes in six Mediterranean countries, and draws inspiration from Antwerp's "Smart Links" initiative as a practical example of mobility hub implementation. It emphasises the importance of integrated governance, user-centred and climate-responsive design, diverse mobility services and strong community engagement to create effective and inclusive mobility hubs adapted to Mediterranean realities.

**Keywords:** Mobility hubs, Shared mobility, Multimodality, Green mobility, Climate-resilient cities, Urban planning innovation, Green living areas

### KEY TAKEAWAYS FROM POLICY RECOMMENDATIONS

- Mobility hubs should be designed with flexible spaces able to accommodate additional services such as pop-up cafés, food trucks, farmers' markets, etc.
- Involve the local community early in the design process to ensure that the hub caters to the real needs of the people who will use it most.
- Municipalities can offer incentives to private operators to encourage them to introduce new vehicle types or expand their services.
- Ensure that all areas of the hub are well-lit and have transparent sightlines to improve safety.
- Heated shelters, awnings, shade structures, and other physical features can signal that hubs are open for connections year-round and that the user experience is valued.



## INTRODUCTION

As cities and regions strive for solutions to tackle the climate crisis, mobility hubs have gained increasing importance as one-stop shops for the roll-out of multimodal, sustainable urban, peri-urban and rural mobility, addressing challenges posed by car dependency, congestion, and contributing to a more sustainable, green environment for citizens.

As defined by the [GREENMO](#) project, *"Mobility hubs are meeting points for shared and active mobility within the existing public transport system. They serve as places of intermodal connectivity for these transport modes. In addition, mobility-related services such as parking facilities and non-mobility-related services (e.g. food kiosks) are often integrated into mobility hubs. The aim is to centralise public mobility and other resources, ensuring easy access between modes and the first- and last-mile connectivity."*

Whereas the roll-out of mobility hubs is somewhat prevalent in Central/Northern Europe, the Mediterranean area (MED) lacks officially designated mobility hubs, tailored to the region's needs, including diverse geography, varying economic conditions, intense seasonal demand and fragmented governance frameworks.

The [GREENMO](#) project addressed this gap by conceptualising green and inclusive (urban, suburban and rural) mobility hubs tailored to the specificities of the Mediterranean. It did so by creating the [GREENMO strategy](#), a framework that adapts the abstract concept of "mobility hubs" into practical guidance for Mediterranean policy-makers and planners, created through top-down and bottom-up processes in six partner countries.

As a part of this endeavour, GREENMO participated in the [2nd edition of the Green Living Areas Institutional Policy Dialogue](#) (see box below), in which they were given the opportunity to directly engage with Antwerp, a leading city on mobility hubs. Antwerp is deploying the ["Smart Links"](#) initiative, aiming to address similar issues to those experienced in the Mediterranean by creating 130 "Smart Links" mobility hubs across its territory by 2034, as part of the regional Flanders-wide HOPPIN network.

The Institutional Policy Dialogue allowed GREENMO partners to engage with Antwerp colleagues, establishing a dialogue between a framework for the implementation of the concept of mobility hubs in the Mediterranean and a more experienced and tested solution in Antwerp, allowing for exchanges to potentially inspire the former.

### INSTITUTIONAL DIALOGUE: ACCELERATING MEDITERRANEAN SUSTAINABILITY EFFORTS

On October 15-16, 2025, the Institutional Dialogue Project of the Green Living Areas Mission hosted its 2<sup>nd</sup> Institutional Policy Dialogue in Brussels. The event showcased successful policies with high replicability potential across thematic domains. In the specific case of mobility hubs, the Institutional Dialogue fostered exchanges between the city of Antwerp, which successfully implemented a policy instrument on mobility hubs, and the replicability proposal developed by the GREENMO project for Mediterranean areas. The insights gathered shaped the recommendations in this brief, ensuring a practical and collaborative approach.

For further information on the Policy Instrument, scan the QR below.



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## CONTEXT

The challenges faced by the Mediterranean and Antwerp are in many ways similar, with a car-oriented mobility system resulting in congestion and car dependence, in need of improved multimodal transfer.

In the Mediterranean countries, this issue is exacerbated at times by insufficient public transport provision, paired with seasonal fluctuations driven by tourism, leading to uneven access to sustainable mobility options and locking citizens into car dependency. MED cities and regions are also marked by their geographic diversity, infrastructure gaps, cultural factors and fragmented governance. Additional challenges relate to the specific climate conditions of the regions (e.g. heat waves discouraging people from walking or cycling), funding and long-term maintenance difficulties, limited coordination among stakeholders, and cultural resistance to shared mobility. Cities like Antwerp are not immune to similar challenges; however, the existence of more uniform, well-integrated and heavily regulated systems and governance models allows for a more flexible implementation of sustainable mobility solutions, such as mobility hubs.

Car dependency traps citizens in [Transport Poverty](#), a situation in which they have difficulty or an inability to afford or access the transport needed to reach essential services like work, education and healthcare, disproportionately affecting low-income households, those living in rural or suburban areas, and those with limited mobility, who are highly dependent on individual car usage (European Commission, DG MOVE, 2025).

Mobility hubs can be a part of the solution. They can ensure intermodal mobility with seamless transfers between transport modes, improving first- and last-mile connectivity; reduce private car dependency and single-occupancy vehicles; be adaptable to meet changing users' needs; and be inclusive by ensuring barrier-free access for people with reduced mobility. The EU Commission recommendations on transport poverty list examples of targeted cost-effective measures and investments, which include the "(...) mobility hubs for facilitating exchange and connections between public transport, shared mobility, cycling and walking in predominantly suburban, peri-urban and rural areas, connecting these to the city centres" (European Commission, 2025).

## PROJECT IN THE SPOTLIGHT: GREENMO – PROMOTING GREEN AND INCLUSIVE MOBILITY HUBS IN THE MEDITERRANEAN

GREENMO developed common MED standards for mobility hubs, which can enable replication and interoperability in the region, empowering stakeholders with a tested, ready-to-use framework through the [GREENMO Strategy](#) and the [GREENMO Recommendations](#) for public and private decision-makers. The Strategy envisions mobility hubs in the MED Areas as community-driven, multi-modal and sustainable spaces that integrate smart solutions with local identity, turning mobility into a catalyst for social cohesion, environmental responsibility and resilient growth.

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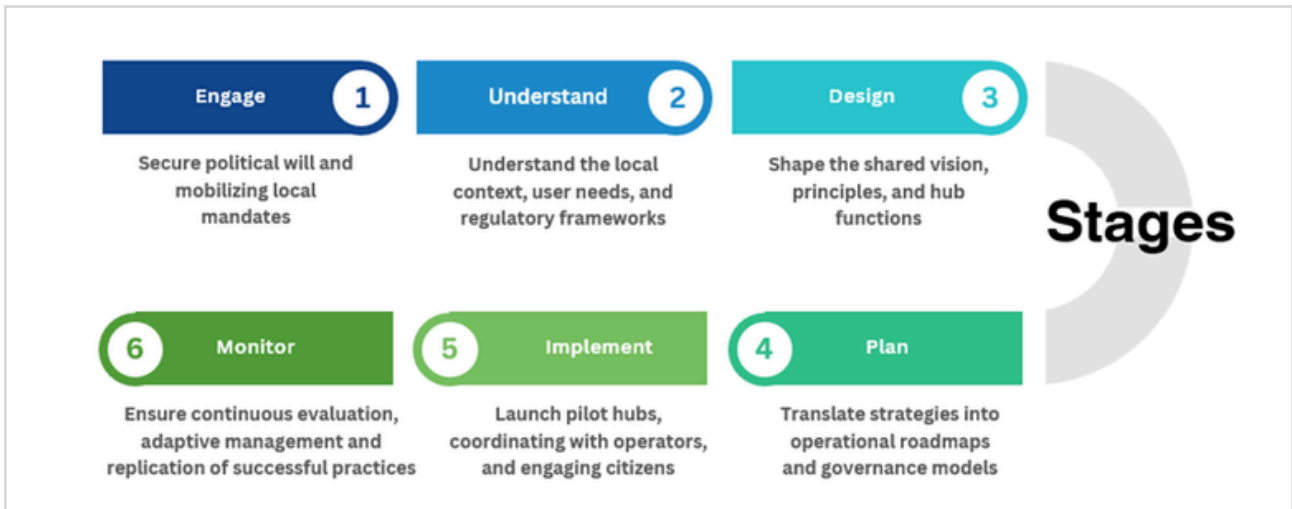


FIGURE 1: OVERVIEW OF THE MAIN STAGES OF GREENMO STRATEGY

The approach to create this framework included the collection, consolidation and assessments of fragmented knowledge about different types and governance structures of mobility hubs, as well as the study of comparing the existing stakeholder opinions through interviews with policy-makers and stakeholders (60 interviewees in total), to citizens' expectations and real needs through an extensive questionnaire survey (1,402 respondents) and participatory workshops (130 participants).

The detailed analysis and comparison of these insights allowed the identification of gaps to be tackled, while highlighting the prioritised fundamental factors such as the transport offerings, availability of options, public space integration, digital integration and signage.

The framework adapts the abstract concept of “mobility hubs” into practical guidance for Mediterranean policy-makers, local and regional authorities, and urban planners, created through top-down and bottom-up participatory processes in six partner countries (Greece, Italy, Cyprus, Malta, Spain, and Bosnia and Herzegovina). The strategy promotes the combination of sustainable transport modes with non-mobility services and citizens' needs (i.e. parcels from lockers, grabbing a coffee, etc).

The GREENMO Strategy Cycle is a step-by-step methodology divided into six stages that support policy-makers and stakeholders in navigating the entire process of mobility hub implementation, from the initial idea to long-term maintenance and monitoring.

**The stages are briefly presented as follows** (see also figure 1):

### STAGE 1 – ENGAGE

The strategy establishes the institutional and community foundation upon which all subsequent actions depend, focusing on securing political commitment, obtaining signed local mandates and building strong stakeholder networks which will be maintained over time.

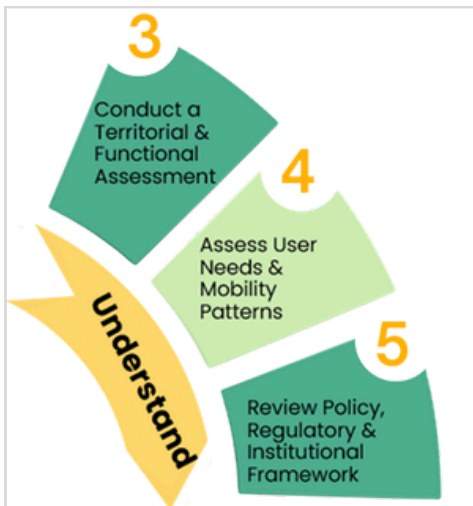


Suggested activities include:

- Securing formal approval through councils or municipal mandates, a political commitment statement and the official recording of mandates and resolutions
- Evaluation of available capacities and resources.

### STAGE 2 – UNDERSTAND

The process provides the evidence base by defining the problems and opportunities before designing solutions. This includes conducting territorial and functional assessments, mapping user needs and mobility patterns through targeted surveys, and reviewing the existing policy, regulatory and institutional frameworks for gaps and/or synergetic interventions.



Suggested activities include:

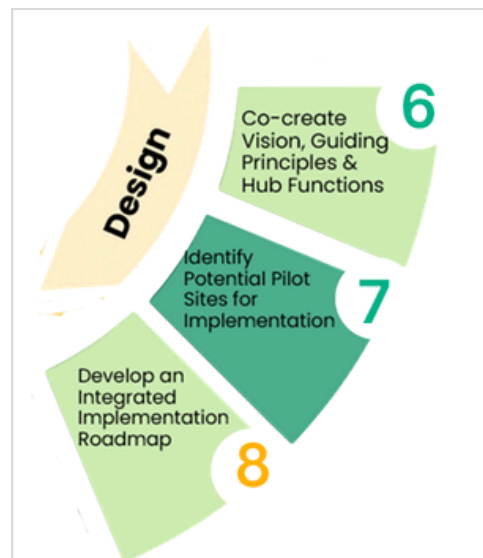
- Assess user needs and mobility patterns, understanding the real travel habits, needs and barriers, while capturing multimodal behaviour and barriers;
- Review policy, regulatory and institutional framework: map out the key policies, regulatory measures and institutional documents influencing the design, financing and operation of mobility hubs.

### STAGE 3 - DESIGN

Long-term visions and guiding principles are co-created through participatory activities, ensuring inclusivity, legitimacy, shared ownership and public acceptance. Functions and services are defined by demand, inclusiveness and feasibility; pilot sites are strategically selected to maximise impact and visibility.

Suggested activities include:

- Co-create vision, guiding principles and hub functions: collaboratively define the long-term direction, guiding principles and desired functions of mobility hubs, so they remain coherent with strategic goals and aligned with local needs;





- Identify potential pilot sites for implementation.

### STAGE 4 - PLAN

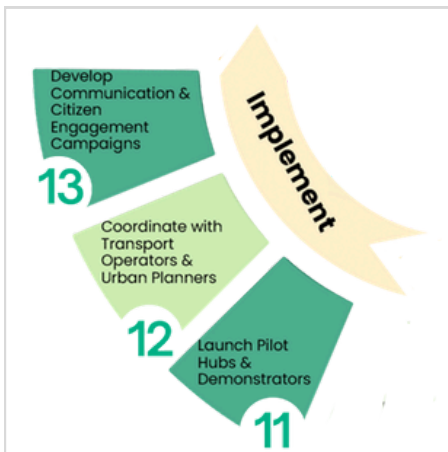
Vision is transformed into concrete action by developing governance, ownership and financing models while preparing an integrated roadmap. Governance models clarify roles and responsibilities, financial instruments secure long-term sustainability, and roadmaps align actions with timelines.



Suggested activities include:

- Develop an integrated implementation roadmap, including defining phases of delivery, from preparation to pilot testing and eventual scale-up; assigning responsibilities across departments and partners; aligning the roadmap with wider strategic frameworks; and validating the plan with political leaders and stakeholders;
- Define governance, ownership and operational models: exploring various options, such as municipal or private ownership, public-private partnerships (PPP), cooperative arrangements, or concession-based models, gives cities the flexibility to choose approaches that best fit their resources and context.

### STAGE 5 - IMPLEMENT



Piloting hubs enable testing, learning and adaptation before scaling up. Coordination with transport operators and urban planners ensures seamless integration into the wider mobility and urban system. Communication and citizen engagement campaigns build awareness, trust and behavioural change, making hubs widely accepted and used.

Suggested activities include:

- Launch pilot hubs and demonstrators: establish one to three pilot mobility hubs as demonstrators at selected locations;
- Develop communication and citizens' engagement campaigns, promoting awareness, fostering community knowledge and ensuring citizens take an active role in mobility hub initiatives.

### STAGE 6 - MONITOR

Performance monitoring frameworks with clear KPIs ensure accountability and transparency in the long run. Adaptive management allows flexibility for the hubs to evolve with changing needs, technologies and expectations.



Suggested activities include:

- Establish a performance monitoring framework;
- Implement adaptive management and continuous improvement.

The Strategy is operationalised via the **GREENMO Cycle** (see figure 2), including a 16-step guidance for the design, plan and implementation of mobility hubs in Mediterranean cities, structured around the six stages mentioned above.

The steps account for different phases of policy preparation, from engaging with citizens, understanding their needs, designing the hubs, planning, implementation and monitoring.

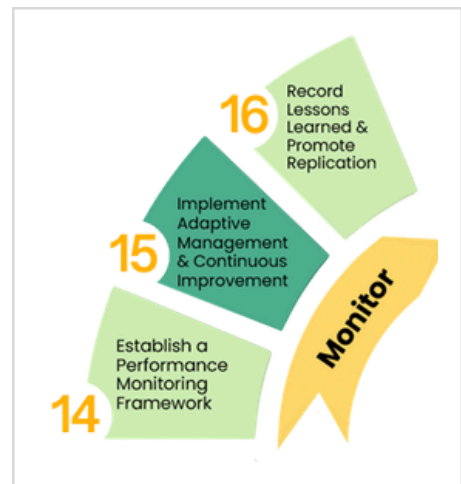


FIGURE 2: THE GREENMO STRATEGY CYCLE

The diagram conveys the sequential yet cyclical process, from political commitment to long-term monitoring, which allows policy-makers and stakeholders to design, implement and scale inclusive and sustainable mobility hubs across MED cities.

The framework associates each stage with different steps in the Cycle, with highlights on what needs to be achieved, together with key questions that need answering, and detailed steps on how to achieve each objective. (see figure 3 for an example).

For a full account of this cycle, please consult the [GREENMO Strategy](#).



FIGURE 3: EXAMPLE OF STAGE 1 FOR THE IMPLEMENTATION OF GREENMO STRATEGY CYCLE

### POLICY IN THE SPOTLIGHT: ANTWERP’S TRAILBLAZING MOBILITY HUBS

The city of Antwerp is currently in the process of implementing its mobility hubs policy – the “Smart Links” initiative. The policy aims to address similar issues to those experienced in the Mediterranean, such as the existence of a fragmented, car-oriented mobility system in need of a sustainable modal shift with improved multimodal transfers.



FIGURE 4: ANTWERP’S MODES OF TRANSPORT

Unlike many Mediterranean cities, Antwerp has many shared mobility options (i.e., A-Velo, BlueBike, Donkey Republic, shared cars, etc.). The issue remains that these are not well-connected across districts, with transfers between modes often unclear.

The main objective of the policy is to connect the city’s transport networks, making it easier for people to switch seamlessly between tram, bus, bike, train and shared mobility, benefiting commuters, cyclists and pedestrians, residents and visitors alike.

This will lead to the roll-out of 130 “Smart Links” mobility hubs across Antwerp by 2034, as



part of the Flanders region-wide HOPPIN network. These hubs should be recognisable, user-friendly and comfortable to encourage modal shift, in line with the wider regional policy of Flanders, emphasising that “combi-mobility is a must.”



FIGURE 5: EXAMPLE OF SIGNAGE IN ANTWERP

Towards that direction, city officials have created five hierarchical categories of hubs, tailored to the local context, with a theoretical framework that defines a clear programme for each type (i.e. residential areas, attraction areas, interchanges, etc.). Each hub is tailor-made to its specific location, adapting to the local context and needs, while ensuring a strong digital connection across the network.

As for physical facilities, the city introduces new elements such as an internal wayfinding system to make navigation intuitive, enclosed on-street bicycle parking with a reservation system, and modular canopies to improve comfort and make each hub recognisable to users.

Regarding funding, the policy has a shared investment model, involving subsidies from the Flemish government (Hoppin), the city of Antwerp, Mobility & Parking Antwerp (MPA), and Lantis.

To strengthen the project’s impact, the City of Antwerp has committed additional resources of its own, ensuring that the Smart Links are not only implemented but also fully integrated into the city’s mobility system.

A key element of the project rests on community involvement. In fact, directly involving end users provides policymakers with valuable insights into people’s journeys in the city and the improvements they would like to see. Through digital questionnaires and QR codes placed on-site, as well as a social media campaign on Antwerp’s channels, data was collected and used as a foundation for making adjustments and improving the Smart Links in the future.

Thus far, **5 Smart Links have been completed by 2024, with 15 under development**, each adapted to the specific mobility needs of their neighbourhoods. In terms of impact, the initial mobility hub deployment has already resulted in **improved multimodal connections, better accessibility, a stronger link between local mobility and the city-wide transport network, as well as visibility of sustainable transport**. The pilot sites serve as learning tools for scaling up.



The challenges faced are like those highlighted by GREENMO, namely multi-stakeholder coordination, infrastructure ownership, design complexity and behavioural change. Firstly, the process is complex, and the reality on the ground often differs from what policy-makers have planned on paper. Coordinating multiple stakeholders is another key challenge. The project involves different city departments, the Flemish government, public transport operators, private mobility providers, and local partners such as schools and hospitals. Aligning priorities, budgets and planning across all these actors takes time and effort. Infrastructure ownership adds another layer of complexity, as some sites are along regional roads managed by Flanders, while others fall under city jurisdiction, which can slow down the implementation of a mobility hub. There are also design challenges, because Smart Links need to adapt to very different urban contexts, from large multimodal hubs to small local intersections. Pioneering new facilities like bike shelters, canopies, or digital signs requires experimentation within the framework of local government procedures. Finally, there's the behavioural challenge: encouraging people to adopt combi-mobility and use new facilities takes time, visibility and careful design.

Looking into the future, one of the key objectives of the policy is to strengthen brand identity across Antwerp and Flanders. They aim to do so by making each location immediately recognisable to users. The concept can also be scaled within the transport region, extending beyond Antwerp to neighbouring municipalities. Continuous data-driven improvements from surveys and operational experience will allow us to refine the design and services over time. Finally, knowledge transfer enables replication, helping other cities and projects learn from Antwerp's experience.

## **KEY RECOMMENDATIONS FOR THE DEPLOYMENT OF MOBILITY HUBS IN THE MEDITERRANEAN**

The current section presents recommendations for the deployment of sustainable, fit-for-purpose mobility hubs across the Mediterranean, resulting from the outcomes of the 2nd Institutional Policy Dialogue and [GREENMO policy recommendations](#).

The recommendations are divided into different categories, including the existence of diverse mobility options, availability of non-mobility services, attractive design, provision of digital and reliable information, supportive governance and community engagement.

### **AVAILABILITY OF MOBILITY OPTIONS AND SERVICES**

A fundamental prerequisite for the success of any type of mobility hub is the diversity and availability of sustainable and shared mobility options.

A hub cannot truly function as a connector within the transport ecosystem unless it offers users multiple, flexible and sustainable travel choices that meet a variety of needs and trip purposes. From shared bikes and e-scooters to car-sharing, carpooling and on-demand shuttle services, the coexistence of diverse modes within a single, coordinated space allows travellers to move seamlessly between transport options, reducing dependence on private



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vehicles and promoting greener travel habits.

Simultaneously, hubs should offer a broad range of both transport and non-transport services, addressing users' practical needs while enhancing their overall experience, increasing their attractiveness.

## RECOMMENDATIONS

### Flexible & Modular Infrastructure

Mobility hubs should be designed with flexible spaces that can accommodate a range of non-mobility additional services depending on demand and seasonality, such as pop-up cafés, food trucks, farmers' markets, or temporary retail stalls. This modular approach ensures that hubs remain dynamic and adaptable to user preferences, while also allowing operators to test new services before committing to permanent infrastructure. In doing so, it becomes easier to identify which amenities are most valued by the community and to scale them accordingly.

### Contract or license more than one type of shared mobility provider

This may include bike-share companies, e-scooter operators, car-sharing services, or even ride-hailing platforms. By incorporating multiple providers, the hub can cater to different user needs, such as short-distance trips, last-mile connections, or family travel.

### Design contracts to promote synergy rather than competition

For example, a bike-share operator could focus on short urban trips, while a car-sharing service could cater to longer journeys. Coordinated planning ensures that services complement each other, avoid unnecessary duplication and enhance the overall mobility experience.

### Direct procurement of fleets

Cities can choose to directly operate or oversee mobility services, such as municipal bike-share programmes, e-bike fleets, electric shuttles, or small electric vehicles for car-sharing. This approach allows public authorities to guarantee widespread service coverage, maintain affordability, and uphold high standards of safety, accessibility and sustainability. Additionally, publicly managed fleets can be deployed strategically to reach underserved neighbourhoods, support night-time mobility, or serve areas with limited commercial appeal.

### Incentives for private operators

Municipalities can offer financial or regulatory incentives to encourage private operators to introduce new vehicle types or expand their services. Examples include:

- Subsidies or grants for purchasing electric vehicles, cargo bikes, or adapted e-bikes.
  - Reduced licensing or parking fees for operators that provide low-emission or accessible vehicles.
  - Priority hub placement or marketing support for operators that complement the existing mobility mix.
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## MOBILITY HUBS DESIGN

Mobility hubs in the Mediterranean should be designed to be both visually appealing and secure, ensuring that users feel comfortable, confident and protected throughout their journey. This includes human-centred features, integration with surroundings, safety and accessibility, aesthetic and cultural value, flexibility, as well as consideration for the region's climate context (i.e. including shade, canopies, water points, etc.). The need to address high temperatures, seasonal demand, and user comfort was validated during the Institutional Policy Dialogue, where participants highlighted climate adaptation and flexible spatial design as critical for Mediterranean implementation.

Certain facilities should be treated as essential public goods in every mobility hub, including restrooms, seating areas, and information desks, which need to be publicly provided and incorporated into the hub's design.

## RECOMMENDATIONS

### Prioritise comfort for users

- Create spaces with ample natural light, indoor and outdoor greenery, and comfortable seating where users can relax while waiting.
- Design choices that support comfort and encourage people to spend more time in the mobility hub and make sustainable mobility options more appealing.

### Ensure accessibility in terms of space

- Design the hubs to serve all users equally, including people with disabilities, the elderly, children, teenagers and families. This requires step-free access throughout the hub, wide circulation paths, and lifts or ramps where needed.
- Include amenities such as family-friendly spaces (baby-changing facilities, stroller access) and designated areas for people with reduced mobility.

### Seating and Place Amenities

- Seating, visual elements and common architectural features contribute to whether people will choose to stay in the mobility hub place beyond their transfer. Seating should support a more comfortable waiting experience, but also opportunities to rest, eat, socialise, or even watch live concerts and cultural programming. This way, the hub supports additional users' needs.

### Blend with the urban fabric

- Design plazas, green areas, and pedestrian-friendly pathways that connect the hub with nearby streets, neighbourhoods and commercial zones.
- A mobility hub should not feel like an isolated transport facility but should be integrated seamlessly with its surroundings.



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### Create outdoor gathering spaces

- Locate hubs near public areas such as benches, shaded seating, small parks, or landscaped zones that encourage people to use the hub as a community space for social cohesion rather than just a transfer point.
- These outdoor amenities also improve comfort for those waiting and help the hub contribute positively to urban life.

### Safety & Security Features

- Ensure that all areas of the hub are well-lit and have transparent sightlines to improve both real and perceived safety.
- Separate zones for vehicles and pedestrians reduce safety risks and enhance comfort for all users.
- Design to prevent unsafe areas, avoid creating secluded corners, narrow passages, or underused spaces where people may feel unsafe.

### Heated spaces and sun protection

- The MED region's colder months should not deter people from accessing mobility hub transportation options. Likewise, people using hubs should be protected from the sun's heat and UV rays during the region's warmer months. Heated shelters, awnings, functional and architectural shade structures, and other physical features can signal to travellers that hubs are open for connections year-round and that their travel experience is valued.

## ESTABLISH STRONG MULTI-LEVEL GOVERNANCE AND PARTNERSHIPS

Fragmented governance frameworks, unclear roles and weak coordination among stakeholders represent major challenges for the design and implementation of mobility hubs. The dialogue highlighted that establishing cooperation agreements between municipalities, regional authorities and transport operators, as well as promoting public-private partnerships, can directly address these barriers by clarifying responsibilities and reducing implementation risks. Antwerp's structured governance model, characterised by clear role allocation and strong coordination across governance levels, was repeatedly cited during the dialogue as a reference point, reinforcing the importance of shared responsibilities and multi-level cooperation.

## RECOMMENDATIONS

### Establish formal cooperation agreements across governance levels

- Define clear roles and responsibilities between local and regional authorities, transport operators and other relevant stakeholders from the early planning stages.



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### Promote public-private partnerships

- Encourage collaboration with private operators to share responsibilities, reduce financial pressure on public authorities, and clarify ownership and maintenance arrangements.

### Strengthen stakeholder coordination mechanisms

- Create dedicated working groups or coordination bodies to ensure continuous dialogue, alignment of objectives, and effective joint action throughout planning, implementation, and operation phases.

## COMMUNITY ENGAGEMENT

Community engagement and branding are key factors for the acceptance and overall success of mobility hubs. In the case of Antwerp, strong branding and citizen engagement proved crucial, whereas the GREENMO participative process demonstrates that when consulted, stakeholders' interests can be the basis upon which mobility hubs are built, responding to the actual needs of the users and private operators.

## RECOMMENDATIONS

### Organise participatory workshops and consultations

- Involve the local community early in the design process to ensure that the hub reflects the identity, culture and real needs of the people who will use it most.
- Gather input on priorities such as seating, safety, green spaces, or the types of services most valued from workshops, surveys and focus groups.

### Co-create with residents, artists and local businesses

- Encourage local artists to contribute murals, public art, or cultural references that give the hub a distinct identity.
- Partner with nearby businesses to integrate services that meet both traveler and community needs (e.g., local cafés or repair shops instead of generic franchises).

### Support behavioural change and integrated mobility solutions

- Integrate mobility hubs into broader sustainable mobility planning, ensuring strong connections with public transport networks and active mobility infrastructure to support seamless multimodal journeys.
- Increase attractiveness through user-oriented services and incentives by providing additional services (e.g. parcel lockers, shared mobility options, introductory discounts) that enhance convenience and encourage use.
- Offer integrated platforms and real-time travel information to improve user experience and facilitate informed travel choices.



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## CONCLUSIONS AND NEXT STEPS

The 2nd Institutional Policy Dialogue confirmed that the successful deployment of mobility hubs in the Mediterranean requires an integrated approach that goes beyond infrastructure, combining coordinated governance, sustainable financing, strong stakeholder and citizen engagement. Clear institutional roles, multi-level cooperation and public-private partnerships are essential to move from planning to implementation, while diversified funding sources can accelerate deployment and ensure long-term operation. The discussion also highlighted the added value of establishing shared Mediterranean standards and practical tools for planning and managing mobility hubs, which can support authorities, reduce complexity, and enable more coherent and efficient implementation across territories.

At the strategic level, the GREENMO framework was recognised as a flexible and operational tool that can be adapted to diverse territorial contexts, from dense urban areas to suburban and rural environments. Its readiness for pilot implementation across Mediterranean regions, combined with ready-to-use resources for decision-makers, creates strong potential for replication and scaling. Ultimately, mobility hubs must be context-sensitive and embedded within broader sustainable mobility strategies, integrating climate-responsive design, diverse mobility options, digital services and user-centred solutions that improve daily commuting, accessibility and quality of life. With continued engagement of public authorities, operators and communities, the approach has the potential to expand beyond the Mediterranean region, inspiring wider European and international uptake.



## PROJECT SUMMARY

The Institutional Dialogue Project of the Green Living Areas Mission seeks to enhance policy transfer through dialogue among policy-makers and public stakeholders. It focuses on continuous policy improvement and transformation, and aims to establish long-term cooperation on public policy instruments at the Euro-Mediterranean level, ultimately improving citizens' quality of life

## PROJECT CONTACT INFORMATION

Scan the QR to see the Contact information



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