

enhancing public transport authorities in Europe



Enhancing Public Transport Authorities in Europe, Experiences of EPTA project cities

Dora Ramazzotti - SRM

Chiara Bresciani - ALOT

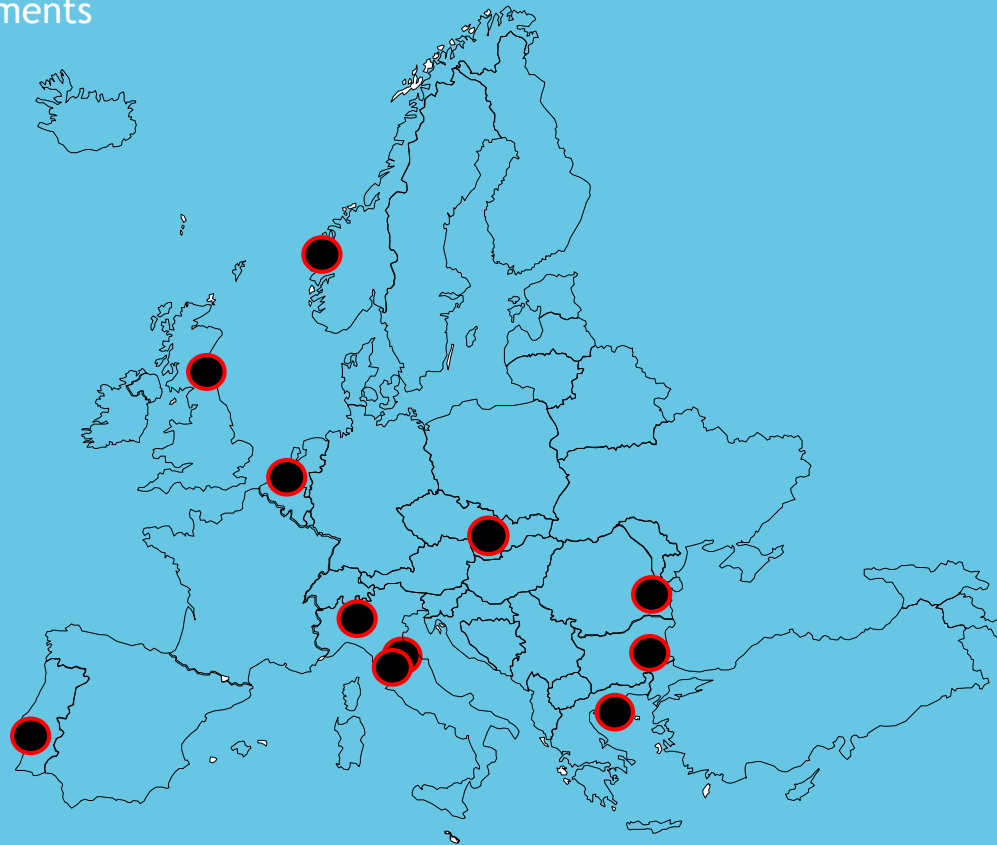
Perugia - 29th November 2012



European model for Public Transport Authority.

Overall budget: € 1.346.448

Funded 75-85% Interreg IVC - Co-funded by National Governments



9 Countries - 11 partners:

- SRM - Reti e Mobilità (IT)
- Emilia-Romagna Region (IT)
- Municipality of Almada (PT)
- Province of Rogaland (NO)
- University of Aberdeen (UK)
- POLIS (BE)
- Municipality of Razlog (BG)
- Municipality of Brasov (RO)
- SASTH Thessaloniki (EL)
- ALOT (IT)
- Municipality of Praha-Suchdol (CZ)





EPTA background. How it was conceived.

- 7 key functions

Regulate, Plan, Tender/Award, Integrate, Promote, Manage, Control

- 1 Hypothesis

7 functions concentrated in a single body supporting policy makers and relevant stakeholders

- Several good practices across Europe will be transferred into regional development policies, towards a MODEL for PTA



11 partners

PTAs, Local Governments, University, Network

8 EU Regions and 1 from Norway





EPTA objectives. What we aim to do.

- Exchange and sharing of experiences on how to develop and operate a PTA through a series of training courses and workshops;
- Consolidation and transfer of **good practices** among involved areas;
- Identification of a suitable **MODEL** to establish new PTAs;
- Promotion of **policy tools and regulatory guidelines** at local, regional, national levels for PTA establishment and organization;
- **Dissemination** among local governmental bodies, and interested stakeholders in partners' Regions and all over Europe.





EPTA means. How we plan to do it.

- **Workshops** for decision makers open to all stakeholders involved in transport and mobility field;
- **Training Courses** for technicians, focused on technical aspects and activities;
- **Web site and e-learning** on www.eptaproject.eu it will be possible to find useful material and all the event papers;
- **Staff exchanges** only for project partners;
- **Press releases and publications;**
- **Newsletter and brochures.**





EPTA workshops and courses.

Save the dates 😊

- **Brasov – ROMANIA – 22nd-23rd November 2012**

- ▶ WS3 - “Intermodality and co-modality: tools for sustainability”
- ▶ TC2 - “PTA daily activities: how to exploit the full potential”

- **Almada - PORTUGAL - March 2013**

- ▶ WS4 - “Transport service tendering: a key moment to change things”
- ▶ TC3 - “Tender Models, offer evaluation, awarding procedure”

- **Rogaland - NORWAY - June 2013**

- ▶ WS5 - “Good practices of successful campaign for public transport promotion”
- ▶ TC4 - “Funding for services: to operators or to citizens?”





EPTA workshops and courses.

Save the dates 😊

- **Razlog - BULGARIA - November 2013**
 - ▶ WS6 - “The service contract management: policies in action”
 - ▶ TC5 - “Good Practices for the service contract management”
- **Prague - CZECH REPUBLIC - March 2014**
 - ▶ WS7 - “Quality, efficacy and efficiency in transport”
 - ▶ TC6 - “Monitoring, incentives, comparison tools”
- **Brussels - BELGIUM - May 2014**
 - ▶ FINAL CONFERENCE “European model for PTA”



**EPTA results.
Our commitment.**



EPTA model

Position Paper & Guidelines

EPTA Implementation Plans



ALOT (IT): an EPTA partner and its role



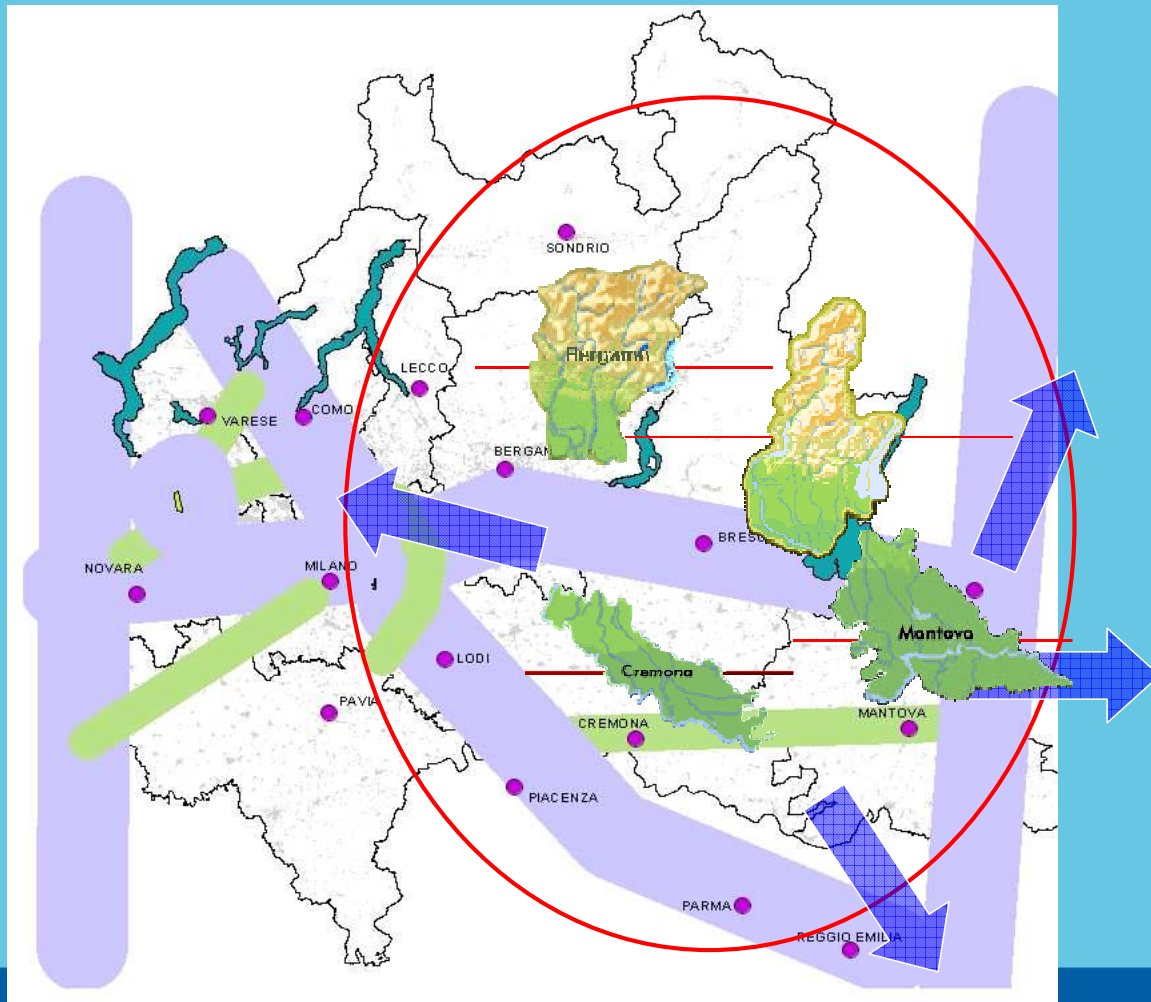
ALOT territory: The East Lombardy



Source: RFI



Description of the current transport/mobility situation and framework of the site

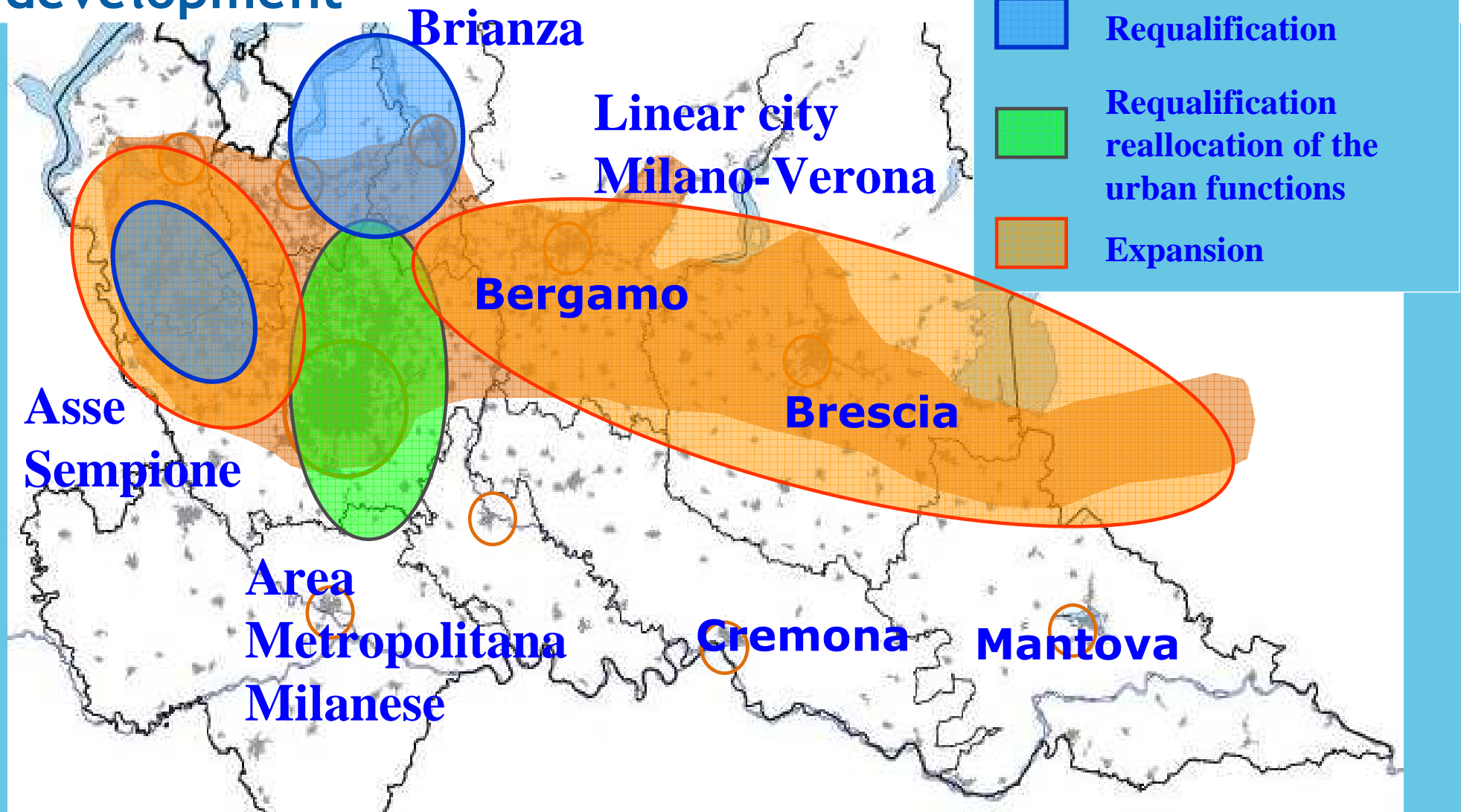


- 3ml inhabitants; 635 Municipalities; 11.616 kmq.
- Territory included between 3 Corridors (I - V - 2 Mari) two main Alpine Crossing (Gottardo/Lötschberg e Brennero) 2 Port Ranges (Tirreno e Adriatico)
- Main Italian IWW actor (Cremona and Mantua ports) and airfreight potential (Montichiari e Bergamo Airport);
- Strong infrastructural development (AV/AC, TiBre, BreBeMi, CR-MN, Porti, Scali Merci, Idrovia, etc.)
- Heavy industrialized and anthropized area



ALOT

The urban macro-provincial development





ALOT: In-house provider of the Provinces

- On the basis of the art. 13 of the law (DL) 223/2006:
The main objective is, on the basis of the existing Best Practice of Tender/Award, to define:
 - ▶ Controlled 100% by Public Institutions (25% each Province);
 - ▶ ALOT can work only in favor of the shareholders not on the open market;
 - ▶ ALOT can not have private shareholder (directly or indirectly);
 - ▶ The shareholders operate on ALOT a control analogue like the one of their offices: the budget is defined by the board of director on the basis of the activities plan defined by the shareholder assembly.
- ... but institution economically self-sustaining on the basis of the local projects and the research funding.

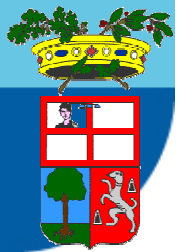




ALOT

The four Provinces

	Surface	Municipalities	Inhabitants
• Brescia:	4.784 km2	206	1.200.000
• Bergamo:	2.722 km2	244	1.000.000
• Mantova:	2.339 km2	70	400.000
• Cremona:	1.771 km2	115	350.000



The strategic objectives of ALOT



- Promotion of intermodal transport (rail-road and IWW) and implementation of incentives for its use;
- Develop a public-private partnership (PPP) in the proposition and implementation of local policies in transport and logistics;
- Create inter-provincial initiatives for efficient territorial programming and planning, and for logistics infrastructure engineering;
- Creation of a base of knowledge on the freight transport and on the offer/demand of logistics services on the territory
- Support and disseminate local logistics best practices, in order to create a diffused “logistics culture” within the local industrial system

The mission:

Link between public and private sectors for the development of territorial initiatives addressed to the sustainable transport



ALOT functions



1. Infrastructure management

- development and management of infrastructure for freight transport and logistics

2. Planning

- “in-house consultant” of the Provinces for the planning activities related to logistics and freight transport infrastructures, and for the coordinated action of territorial development

3. Development of intermodal transport services

- promotion of the opportunity, demand/offer matching, search of technological and organizational solution to favor the *modal shift* and the road transport reduction

4. Promotion and Logistics Competence

- Knowledge base creation, web platform, call center, Experts reference network, Territorial marketing, Training, Participation in European network

Increasing complexity





ALOT role in EPTA

- ALOT contributes in EPTA within:
 - ▶ two feasibility studies on awarding and on a business plan of a new Agency's model
 - ▶ the organization of a staff exchange





ALOT Feasibility studies

- The main objective is, on the basis of the existing Best Practice, to define:
 - ▶ the best PT awarding model in function of the different territories. The idea is to study which are the general aspects that can define a good awarding model for the ALOT territory, and then to define the specific aspects that can improve the model for the specific PTA.
 - ▶ A PTA Business Plan by analyzing the economical and institutional feasibility, starting from the activities plan, by defining the company's structure, the institutional setting, the staff and other resources requirements, the financial sources, on the basis of a clear stating of the Agency's mission oriented to the collective advantage.





Problem statement addressed in the FS Business Plan

The four Provinces of ALOT will soon be converted in PTAs.

- This makes fundamental in order to study the basic elements to create a business plan of a PTA, through the review of best practice.
- This review can provide information about social aims, organizational model, cost structure of different European PTAs
- It may demonstrates the potential cost's & contribution's saving and enhances it in action by the proper Agency's setting





Main Objectives of the FS Biz Plan

The feasibility study proposed by ALOT provides an analysis of the economic and institutional feasibility of a model of PTA which could be replicated and be part of the guidelines for decision makers. The main objectives are:

- a preliminary analysis of the activities performed by PTAs that constitute best practices compared with the so-called "Pyramid of assets" that EPTA partnership has identified for the Agency.
- a reading of some elements that could be used in the subsequent preparation of business plan such as corporate structure, employed human resources and funding arrangements.





Definition of the actions to develop in the Biz Plan EPTA

Pillars to address in the FS

- In particular, the activity plan that is outlined by the collection of best Practices will give an idea of possible revenues for the PTA in the first years of activity. The analysis of economic-financial sustainability of Agency will be built right from it. Then, in accordance of proportioning of costs (and territorial interest) principles, it needs to determine total revenues. Lastly, it will be possible to simulate the results of an annual Balance Sheet and Income Statement of the Agency.
- The Agency's financial and institutional arrangements can be defined from the mission of the PTA, clearly oriented to produce useful results for its own community, safeguarding the goal of self-sustainability of economic and financial perspective. The final result will configure the preparatory business plan to the decision-making and the implementation of an Agency. Given the particular nature of the management structure, which can also provide services for institutional (i.e. non-profit), the business plan must detail the return path from the deficit, or the amount of loss recovery request to shareholders in the start-up years.





Staff Exchange (SE) (Leader ALOT)

- Partners staff will have the possibility to “learn by doing” during staff exchanges. Short study-visits will be arranged at experienced partner venues to study and face real cases of PTA management and deepen the knowledge of existing organizations.
- Tree Exchanges: Month 13 (Jan 2013) - Month 17 (May 2013) - Month 22 (Oct 2013)
- The program may schedule:
 - ▶ a “**location visit**”, the most interesting implementation into the area
 - ▶ a specific “**issue-study**”, based on a peculiarity of the area/PP vs 7 keys Act
 - ▶ a “learn by doing session”, **office day side-by-side**
- Eventually selected experts (local and/or international) may be invited for a speech/tutoring





Staff Exchange advancement

Voting phase for the proposed destinations

Partner	ISSUE STUDY
1. SRM - Reti e Mobilità Srl (Public Transport Authority Bologna)	<p>*Awarding: SRM prepared the tendering documents and awarded the bus service of the city of Bologna: about 80M€ per year, 36M of kms per year for 6+3 years.</p> <p>*Management: the bus service contract that was signed at the end of the tender needs to be managed day by day: new lines, reduction of kms, strikes, emergencies, reorganization of the network, route and bus stops safety, investments on real estate, requests by municipalities and province to be put into practice.</p> <p>*Control: the service delivered by the operator has to be controlled. The assessment of the needed resources to be devoted to this activity, to be done also in cooperation with operator's monitoring activity.</p>
3. Câmara Municipal de Almada (Municipality of Almada)	<p>*Promotion: Dissertation about TRANSPORLIS - Great Lisbon Public Transport On-line Route Calculator and EUROPEAN MOBILITY WEEK- Promotion of sustainable mobility and green transport through local actions framed by European guidance</p>
4. Rogaland fylkeskommune – Rogaland County Council	<p>*Promotion: Promotion on new media, new route , (PTA example - Rogaland Rogaland Kollektivtrafikk FKF (RKT) (Rogaland Public Transport Company, Trade mark: “Kolumbus”))</p> <p>*Tendering/Awarding: tendering and contract for bus and boat (PTA example - Rogaland Rogaland Kollektivtrafikk FKF (RKT) (Rogaland Public Transport Company, Trade mark: “Kolumbus”))</p>
6. POLIS - Promotion of operational links with integrated services	<p>Regional PT management, investment schemes, subcontracting etc. Polis could set up contacts with two transport operators in Belgium, namely De Lijn for Flanders, and STIB with Brussels. PT governance in Belgium is managed through management contracts. It could be interesting to get to know the organisations.</p>
9. Σ.Α.Σ.Θ. - Συμβούλιο Αστικών Συγκοινωνιών Θεσσαλονίκης.	<p>*Management and Control: Management and control of transport services provided by transport operators. THEPTA through the staff exchange programme will present the way it monitors and supervises the public transport operator OASTH via an Automatic Vehicle Location System. The installed AVL system helps THEPTA to ensure the high level of the operators transport services in quantitative and qualitative terms and evaluates its operational performance (by developing system quality indicators and introducing quality assurance standards)</p>
12. A.L.O.T. - Province of Cremona	<p>*Planning and Integration: Planning of Flexible transport management.</p>





Thank you,



dora.ramazzotti@srmboologna.it
chiara.bresciani@alot.it

www.eptaproject.eu

