



EPTA Newsletter

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Dear Colleague,

The mission of EPTA is to increase public transport sustainability focusing on environmental, energy and economic aspects. This newsletter will keep you informed on a regular basis about progress made within the project. Real life stories of EPTA partners will make the EPTA process more concrete. In this issue: Feasibility Studies of EPTA cities.

EPTA Feasibility Studies

Objectives and Approach

Looking at a wide range of worldwide experiences it is easy to see that a key underlying reason for the gap between intentions and actual results in the implementation of new transport solutions and mobility measures, is the lack of a robust feasibility analysis.

In this context **EPTA feasibility methodology** is focused on the one hand on establishing the **legal and financial responsibility and organization** framework for planning and managing public transport service contract (EPTA High level functions) and, on the other hand, on creating an **organization and operation reference model** for answering to the needs of small and medium-size towns (EPTA low level functions).

As expected in the EPTA project, after a first step of benchmarking that led to the identification of more than thirty Good Practices (at European level and linked to the seven pillars of EPTA), each partner selected those dealing with the topic of its Feasibility Study and used them as a reference

point for local case. This allowed partners to have a very concrete and direct approach to the problem, and to address and solve it thanks to the experience of those who had already faced similar situations and needs.

Therefore **EPTA feasibility studies** provide real indications on the following specific **aspects**:

- understanding which is the more suitable model for planning and awarding the overall PT service and the responsibilities in planning and funding the different transport services;
- providing most suitable transport solutions in terms of answers to detected mobility needs and of service coordination in a "co-modality" perspective;
- defining support service/systems and operation conditions;
- presenting suitable organization structures and/or the operation scenario for managing the identified solutions.

In order to achieve these objectives, **EPTA feasibility analysis** shall include, at least, **five key phases**:

- Definition of a vision, objectives and targets;
- Status analysis and baseline scenario;
- Selection of services and measures;
- Assignment of responsibilities and resources;
- Arrangements for monitoring and evaluation.

In particular for each of the identified solutions, and depending on the Feasibility Study topic, partners have defined service contract features (fare schemes, performance indicators, etc.), main service characteristics, control scenarios, ITC platform and technologies (if needed) and relevant operation and maintenance costs, investments, specific sets of indicators for measuring quality and quantity of the provided services, etc.

The **approach** adopted by EPTA partners for carrying out the studies is to develop a **twofold tool** that, on the one hand, serves as a solid starting point for future tangible actions and, on the other hand, can be a key control tool, facilitating planning and management procedures during eventual implementation phase, complying with budget constraints and time deadlines.

The studies shall enable all the involved stakeholders to understand well local needs, characteristics of the new solution and its long-term potential, in order to take a sound political/business decision on whether to proceed with the implementation of the suggested solution. To this aim, EPTA Implementation Plans (to be produced by each study site and at project level) will give continuity to the study process and identify the potential for after-project development.

Such kind of approach is in line with and shares the basic elements of the SUMP methodology concerning Public Transport services, in particular regarding:

- a participatory, sustainable and integrated approach;
- a focus on achieving measurable targets and provision of real and operation working details;
- great attention to institutional, organization and infrastructure and technological level.

Feasibility Studies - Results in four EPTA cities

The Feasibility Studies developed in EPTA Project by the 8 involved cities can be divided into two main groups according to two different approaches, based on the size, the characteristics and the responsibility for Public Transport (PT) Services in each city. Large and medium-size cities focused their attention on the establishment of a new Public Transport Authority (PTA), on tendering and awarding procedures and on

Service Contract (the key issue of this newsletter). Smaller cities preferred to analyze issues dealing with service planning, integration and promotion (to be addressed in the upcoming newsletter).

ThePTA, the Thessaloniki Public Transport Authority (GR), focused its analysis on the two possible time scenarios for the next PT tender: the first time horizon is in 2014 and the second in 2019, depending on when the service contract will expire. ThePTA analyzed both European and National legislation regarding PT service awarding, clearly identifying the different possibilities for the tender. This way ThePTA was able to highlight positive and negative aspects for each scenario, and to identify the most effective tendering procedure.



ALOT, the Eastern Lombardy Agency for Mobility (IT),

focused its analysis on the three areas of Brescia, Bergamo and Cremona-Mantova, identifying for each one the best typology of service contract and the most effective tendering procedure. As for Thessaloniki, the analysis of the European and National legal framework played an important role in the study. Furthermore, the analysis of the Good Practices allowed defining which quantitative and qualitative features to be taken into account and included in the service contract in order to get a higher quality level PT service.



In the next few years **Brasov Metropolitan Agency (RO)** will undertake the functions of a PTA, as set forth by the review of the national legal framework in 2010. The Feasibility Study was therefore an opportunity to define the best organizational structure to be adopted, with particular attention paid to financial issues and to administrative and technical resources that will be needed.



The Feasibility Study of **SRM, the PTA of Bologna (IT)**, focused on the service contract with the Operator, with particular regard to the control of the service provided. It is indeed in charge of the Authority to check if the

Operator operates the contracted service in compliance with the standards of quality and quantity provided for by the service contract. Controlling the quality of the service provided by the Operator is a very expensive procedure for the Authority, thus, in his study, SRM developed an ad hoc algorithm for the optimization of this activity, in order to maximize the number of controls performed in a specific time by each controller. Furthermore, by applying the Theory of Games between the Agency and the Operator, the optimal values of the penalties have been defined (penalties are included in the contract of service and are applied to the Operator when it does not provide the agreed service). The algorithm developed in this study improved and optimized the procedures already used by other Authorities and it can, in turn, be used as a new Good Practice for similar cases.



Summaries of all feasibility studies will soon be available in the Studies section of the [EPTA project website](#).



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