

# EPTA APPROACH

*Aimed at a successful transfer of knowledge and good practices related to Public Transport Authorities (PTAs), efficient capacity building and positive impact on local policies, EPTA will engage in 6 activities:*

- Activity 1** Identification and analysis of good practices concerning the Public Transport Authorities' 7 key functions (EPTA Model).
- Activity 2** Feasibility studies to evaluate and simulate the implementation of the PTA concept in the partner regions and cities.
- Activity 3** Cross-evaluation of the feasibility studies, to assess impacts of the studies for each site, and at cross-site level.
- Activity 4** Development of implementation plans describing local take-up of EPTA results and enhanced PTA activity.
- Activity 5** Development of policy tools, namely PTA guidelines and the EPTA position paper.
- Activity 6** Organisation of training courses, thematic workshops and staff exchanges specifically devoted to increase the knowledge and support the adoption of good practices in the perspective of PTAs establishment across Europe. These events will be open to the public.

# EPTA ONLINE

*Interested stakeholders are warmly invited to visit the project website [www.eptaproject.eu](http://www.eptaproject.eu). All papers presented at workshops and trainings will be available for download. e-Learning courses will be available.*

enhancing public transport authorities in Europe



## The mission of EPTA is

to increase public transport sustainability focusing on environmental, energy and economic aspects. EPTA will identify a model for Public Transport Authorities as powerful tools for governance. As a strategy, the use of three leverages: Quality, Efficiency and Efficacy will be applied to the 7 key activities related to public transport sector governance: Regulate, Plan, Tender/Award, Integrate, Promote, Manage, Control.

The key concept is that these 7 activities could be concentrated in a single body able to support policy makers and involve relevant stakeholders. Good practices across Europe will be identified, collected and transferred into regional development policies, to produce, as final result, a transferable and customizable MODEL to be adopted for the successful implementation or re-organization of a PTA.

## EPTA team

The consortium is made of 11 partners (PTAs, Regions, Local Governments, a city network and a university with internationally acknowledged key expertise in public transport) from 9 EU Regions and 1 from Norway.

- SRM Bologna (IT), Coordinator
- Regione Emilia-Romagna (IT), Almada City Council (PT), Rogaland County Council (NO), Razlog (BG), Brasov (RO), Thessaloniki Public Transport Authority (EL), ALOT (IT) and Praha-Suchdol (CZ), Regions and Local Governments
- The University of Aberdeen (UK) and Polis (BE), content and dissemination partners

For more information on EPTA, please contact the project Coordination at SRM Bologna:  
Dora Ramazzotti  
SRM - Reti e Mobilità Srl - Via A.Magenta, 16 - 40128 Bologna  
Tel. +39 051 361328 - [dora.ramazzotti@srbologna.it](mailto:dora.ramazzotti@srbologna.it)  
Or visit the project website : [www.eptaproject.eu](http://www.eptaproject.eu)

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## WHY EPTA?

*Across the EU, local authorities are organising themselves to better answer to the new regulatory framework in which to operate public transport. The EPTA project has been designed to study the local institutional context, focusing on Public Transport Authorities or Public Transport executive agencies.*

The EU has established policy goals to achieve a more sustainable transport system. The complexity of meeting the mobility needs of all its citizens requires a clearer vision and an effective and coordinated governance approach.

It is important for policy makers and local governments to coordinate competences among different stakeholders at different levels within a clear and proper policy framework. In order to increase transport sustainability, with specific actions on public transport, different approaches were already adopted, among which the establishment of dedicated authorities.



*An efficient, effective and high-quality institutional structure is of key-importance for Public Transport service delivery. PTAs are part of the solution.*

The EPTA project will define and analyse institutional settings in which the 7 key activities related to public transport sector governance are deployed: regulation, planning, tendering and contract awarding, integration, promotion, management and control.

## 7 KEY FUNCTIONS FOR PUBLIC TRANSPORT AUTHORITIES

*The establishment of a PTA to increase the sustainability of the transport requires a convergence of activities to make it able to optimise the system and to create synergies.*

- 1 Regulation** to be performed in close cooperation with the Local Government to allow the fulfilment of guidelines given by policy-makers;
- 2 Planning** which has a deep impact on transport services and is strongly linked to and influenced by other planning processes such as economic, social and urban planning;
- 3 Tendering and Awarding procedures** are crucial. A skilled PTA can establish criteria and grounds for fruitful cooperation with operators based on quality, effectiveness and efficiency;
- 4 Integration** is a strategic issue where an optimal mix of inter- and co-modal policies leads to more sustainable transport;
- 5 Promotion of public transport** is a key tool to increase awareness and foster the shift from individual to collective, more efficient and sustainable modes of transport;
- 6 Management** of transport service contracts requires experience and flexibility: only from the first day of entry into force of a contract onwards, a PTA starts acquiring experience to improve the next tender procedure;
- 7 Control and monitoring** is a delicate issue for a PTA. The cost of these activities should be reasonable, and added value to end users should be proven.

## EPTA IS OFFERING YOU...

*The EPTA MODEL: case studies, position paper and guidelines, all available online*

*EPTA implementation plans for EPTA partners, documented examples of how PTAs are established*

*EPTA workshops and training events*



[www.eptaproject.eu](http://www.eptaproject.eu)

