



EPTA Newsletter

Issue: 1#

Autumn 2012

In This Issue

[About EPTA](#)

[The Almada House of Mobility](#)

VISIT EPTA ONLINE!

eptaproject.eu

Upcoming Workshop and Training event

Workshop
22 November
Intermodality and co-modality: tools for sustainability

Training Course
23 November
PTA daily activities: how to exploit the full potential

For more information and registration:

eptaproject.eu/brasov-event/
icre@polisnetwork.eu



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: Almada's House of Mobility.

Getting better organised to deliver urban transport services

The EPTA project ready to support you!



Across the EU, local authorities are organising themselves to better answer to the new regulatory framework in which to public transport operate. The EPTA project has been designed to study the local institutional context, including elements such as Public Transport Authorities or PT 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 specific authorities.

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. The consortium is made of 11 partners:

- SRM Bologna (IT) coordinates the project
- Regione Emilia-Romagna (IT), Rogaland County Council (NOR), Almada (Portugal) Razlog (BG), Brasov (RO), Thessaloniki Public Transport Authority (EL), ALOT Cremona (IT) and Praha-Suchdol (CZ) will develop feasibility studies for enhanced local institutional settings to manage public transport
- The University of Aberdeen (UK) and Polis (B) are involved as content and dissemination partners.

The project will organize several workshops and publish results on a regular basis.

EPTA in Almada: the Mobility House

The Municipality of Almada decided to create and develop the concept of the Mobility House of Almada, within the EPTA project.



This model of Local PTA, developed in the framework of EPTA, will be a forum where all actors involved in urban mobility will meet to discuss their difficulties and share ideas and solutions to make Almada's mobility more efficient and energy and environmentally sustainable.

This will enable the Municipality, but also the other stakeholders, to be better prepared for the forthcoming changes in the legal and financial framework for the tendering, awarding and regulation of PT services in Portugal, which will give more competences to the local governments in these fields.

Local public transport in Portugal has for a long time been awarded and regulated by the government, with the exception of a few number of cases. The recently created Transport Metropolitan Authorities of Lisbon and Porto will endeavour change this situation and act as an intermediate body between the central and local governments, should the right legal framework be implemented.

This centralized, top down approach, might fail to respond adequately to the local mobility needs of the populations, because the definition of the main lines and public transport services result from a direct negotiation between the operator and the governmental bodies. Often, the financial aspects of the operation prevail, leaving out important criteria for the quality of the service to be rendered (for example, in the case of buses: type and age of vehicles, operating hours, frequencies, fares, fare integration, control, promotion, etc.). Also the regulation and control of the public transport service provided is not properly ensured, allowing the operator to adjust the service to meet its own particular interests. The municipalities have little or none intervention in the process, except for those which own the transport operator or have directly awarded the PT services.

The Municipality of Almada does not own any public transport operator and, legally, can only directly award 1 bus line out of more than 40 bus lines being operated in the territory of Almada. Almada is a particular case in Portugal, with 4 different public transport modes: train, tram, bus and

boat (ferry) across the river Tagus to Lisbon. Among them, 1 is public owned (boat operator) and the other 3 are private companies. Not having the immediate possibility to directly tender and award and, thus, control the efficiency of the public transport services in Almada, the municipality has, however, a few competences that can be used to improve the public transport services. The municipality has the institutional weight to advocate the required quality standards of the transport offer by the operator and the government, has the power to plan and manage traffic and circulation and can develop important promotional actions for sustainable urban mobility.

Almada's House of Mobility will play a key role in these activities.



This project is funded by the EU's European Regional Development fund through the INTERREG IVC programme.