

SMART-MR

SUSTAINABLE MEASURES FOR ACHIEVING RESILIENT
TRANSPORTATION IN METROPOLITAN REGIONS

STATUS REPORT 01.2016

Project partners represented in SMART-MR have contributed to this compiled report on demographic, organizational, policies and context issues:

**Ljubljana Urban Region
Oslo & Akershus Metropolitan Region
Gothenburg Metropolitan Region
Helsinki Metropolitan Region
Budapest Metropolitan Region
Metropolitan City of Capital Rome
Porto Metropolitan Region
Barcelona Metropolitan Area**

CONTENT

- **Basic information**
- **Organization**
- **Organization of transport and transport planning**
- **Policy documents addressed**
- **Context analysis**

City and regional contributions:

LJUBLJANA	Page 5
OSLO AND AKERSHUS	Page 18
GOTHENBURG	Page 31
HELSINKI	Page 44
BUDAPEST	Page 58
ROMA	Page 71
PORTO	Page 83
BARCELONA	Page 96

Introduction

The Status report describes metropolitan regions in terms of their current situation in the field of transport planning and explains their main challenges regarding the seven topics that will be tackled within the project SMART-MR. This is of crucial importance for interested public to understand the situation in each participating metropolitan region and thus be ready for an exchange of good practices.

This report gives a comprehensive collection of statements from all the partner metropolitan regions within the SMART-MR project. The document is a base for understanding and appreciating the various organizational systems from each metropolitan area. The various approaches to governance are clearly observed. We see at this early stage in the project, the possibility to look for patterns and ideas on how to organise planning and other procedures to gain a more sustainable and resilient transportation.

Oslo 29. July 2016

ABBREVIATIONS

AMB - Area metropolitana Barcelona

AMP - Porto Metropolitan Area

ATM - Autoritat del Transport Metropolità (Barcelona)

BKK - Centre for Budapest Transport

CETRAMSA - metropolitan centre of transport information and promotion (Barcelona)

CO₂ - Carbon dioxide

ERDF - European Regional Development Fund

EU – European Union

EV - electric vehicle

GHG - greenhouse gas

GR - The Gothenburg Region Association of Local Authorities

HKL - Helsinki City Transport

HLJ - Helsinki Region Transport System Plan

HSL - Helsinki Region Transport

HURC- Helsinki Uusimaa Regional Council

IKOP - Integrated Transport Development Operational Programme 2014-2020 (Budapest)

IMT - Institute for Transport and Mobility (Porto)

LEZ - low emission zones

NO₂ - nitrogen dioxide

NO_x - is a generic term for the mono-nitrogen oxides NO and NO₂ (nitric oxide and nitrogen dioxide)

OP - operational programme

PM₁₀ - particulate matter, having a particle size less than or equal to 10 microns diameter

PMMU - Urban Mobility Metropolitan Plan (Barcelona)

PRMTL - Regional Plan of Mobility, Transports and Logistics (Rome)

PTM - Metropolitan Territory Plan (Rome)

PTPG - General Provincial Territory Plan (Rome)

RIS3 - Research and Innovation Strategies for Smart Specialisation

SUMAP - Sustainable Urban Mobility Action Plan (Porto)

SUMP - Sustainable urban mobility plan

TMB - Transports Metropolitans de Barcelona

TPL - Local Public Transport (Rome)

ZPE – Special Protection Areas (Barcelona)

ZTL - Limited Traffic Zone (Rome)

LJUBLJANA

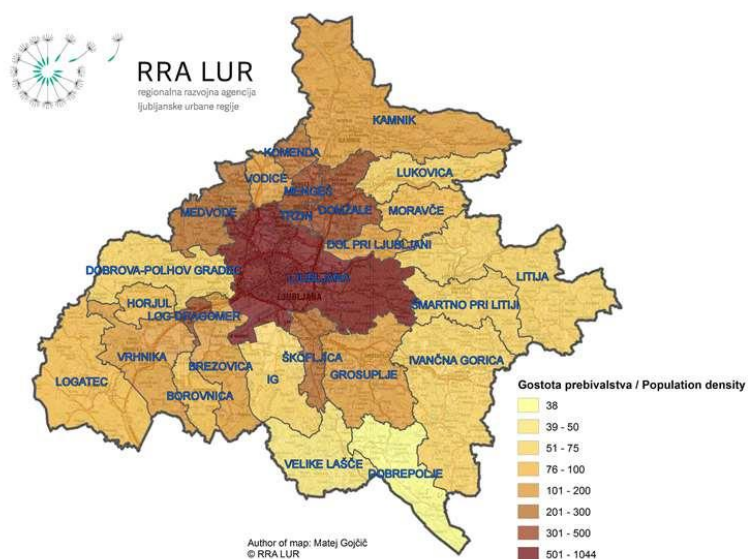
BASIC INFORMATION

Metropolitan region: Ljubljana Urban Region

Size: 2,334 km²

Number of inhabitants: 534,518

Web-site: <http://www.rralur.si/en>



ORGANIZATION

Description of the administrative setting, territorial level, etc.

In Slovenia there are two levels of government – national and municipal. The regional level is currently defined in different laws that also attempt to regulate some activities on the regional level (i.e. in the case of regional policy), although the responsible authorities are still those from the national or local level. The regional level is the most evident in the regional policy, where it is based on three different institutions: Council of the Region (LUR council), Development Council of the Region (LUR development council) and Regional Development Agency of the Ljubljana Urban Region.

Since the 1990s we have seen several attempts to form regions. This lack of a proper regional organisation provokes a large and widening gap between the local and national level. For the purpose of the European NUTS III regional context, we have established 12 statistical and development regions, but they do not have their own elected organs, original executive powers or budgets.

Main jurisdictions

Main jurisdictions are divided between municipalities and state. All regions have regional development agencies that coordinate development processes on the regional level and provide administrative and technical support to regional activities, but they are not responsible authorities.

ORGANIZATION OF TRANSPORT AND TRANSPORT PLANNING

Organizational setting

The state (Ministry of Infrastructure) is responsible for all of the public passenger transport but city transport. The Municipality of Ljubljana is responsible for public passenger transport in the city. According to agreements with other municipalities in the Ljubljana urban region some city bus lines are extended into the region. In the case that above standard connections are required by local communities they are obliged to co-finance it.

Transport providers

City buses in Ljubljana are operated by public company Ljubljanski potniški promet. Trains are operated by state owned company Slovenske železnice. Regional bus lines are partly operated by Ljubljanski potniški promet, partly by private bus operators, having a concession by state.

Main jurisdictions

As described above jurisdictions are divided between the state and municipalities, there are only strategic plans made on regional level. Study Public Transport in the Ljubljana Urban Region was financed by Regional Development Agency of the Ljubljana Urban Region.

POLICY DOCUMENT ADDRESSED

Please name the policy instrument addressed.

Operational Programme for the Implementation of the EU Cohesion Policy in the Period 2014-2020; Thematic objective 7: Promoting sustainable transport and removing bottlenecks in key network infrastructures

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

The Operational Programme is an implementing document setting out how EUR 3.2 billion of support provided under the European Regional Development Fund (ERDF), the European Social Fund (ESF) and the Cohesion Fund will be spent in the 2014-2020 period. The document, which identifies investment priorities that will be eligible for support in the next seven year period, builds upon the Europe 2020 Strategy and its targets and complies with the Fund specific requirements. The underlying objective of the document is to ensure economic, social and territorial cohesion. As a priority, EU support will target four key areas that will help deliver the headline targets of economic growth and job creation:

- research and innovation,
- ICT,
- stepping up the competitiveness of SMEs,
- supporting the shift towards a low-carbon economy in all sectors.

From the project perspective we will focus on the shift towards a low-carbon economy, particularly with the investment priority Enhancing regional mobility by connecting secondary and tertiary traffic nodes to TEN-T infrastructure, including multimodal nodes. As the focus of the priority is on constructing new infrastructure, this investment priority must be strengthened by comprehensive transport strategies that might by connecting transport and spatial planning and by optimizing services and mobility patterns decrease the need for mobility and thus provide more sustainable development.

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

Yes

Is the body responsible for this policy instrument included in the partnership?

No

Please name the responsible body and provide a support letter from this body

Ministry of Infrastructure, Transport Directorate

Note: the Ministry went through the process of reorganization: Transport Directorate no longer exists. It was divided to Service for Sustainable Mobility and Transport Policy, Directorate for Terrestrial Transport, Directorate for Aviation and Maritime Affairs, and Directorate for Energy.

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

The Operational Programme provides measures for sustainable mobility only within urban areas. In the chapter Infrastructure development and promotion of sustainable mobility (2.7.) all concrete measures are focused on two separate instruments: building new roads and improving railway infrastructure. Furthermore, increasing regional mobility by connecting secondary and tertiary traffic nodes to TEN-T infrastructure focuses only on building new roads for car use. Project goal is to prepare a common vision for infrastructure development and evaluate the impacts and contribution to sustainable mobility goals. Other measures that are not related to building new infrastructure but can contribute even further to sustainable mobility and low-carbon strategies will be evaluated and suggested.

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

Number of P+R newly established

Territorial context

What is the geographical coverage of this policy instrument?

Regional

**What is the state of play of the issue addressed by this policy instrument in the territory?
What needs to be improved in the territorial situation?**

Mobility in Slovenia and particularly in the Ljubljana Urban Region is based on the use of personal cars, which is the result of unbalanced infrastructure development over the past 30 years. The majority of funding went into building new highways on account of neglected railway infrastructure, public transport and other instruments that could contribute to sustainable mobility. Good road connections enabled people to commute further with their cars and therefore pressure on local and regional road infrastructure increased. Also due to the impact on environment and urban centres we are striving for new approaches to mobility planning. A sectorial approach to infrastructure development is no longer appropriate and the gap between proposed infrastructural projects and strategic mobility goals is wide. The common strategy of infrastructure development combined with other measures that promote sustainable mobility must be reflected in drafting the Operational programme and using EU funds. The project will focus on proposed infrastructural projects for the Ljubljana Urban Region and other sustainable

mobility measures that can be implemented at the national level and also be considered at the transnational level.

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

Yes

If yes, how?

The Slovene Smart Specialization Strategy focuses on sustainable technologies and services for a healthy life on the basis of which Slovenia will become a green, active, healthy and digital region. By supporting niche components and systems for internal combustion engines, e-mobility and energy storage systems, systems and components for security and comfort, and materials for the automotive industry, it supports mobility and new technologies for low-carbon transportation.

Partner relevance for policy instrument

Partner PP2 Regional Development Agency of Ljubljana Urban Region

What are the partner's competences and experiences in the issue addressed by this policy?

PP2 has participated in projects ranging from the macro perspective of TEN-T corridors (Poly5), integration of transnational rail and transport services, networks, and hubs (Railhuc, Rail4See) to regional scale projects such as public transport development strategy for the region, the development of a regional network of P+R intermodal centres, greening transport in metropolitan regions (Catch-MR), and introducing regional GIS traffic platform for micro communication with stakeholders (TURaS).

What is the capacity of the partner to influence policy instrument?

As a member of the Monitoring Committee of the Operational Programme for the implementation of the EU Cohesion Policy in the Period 2014-2020 and in implementing the OP, PP2 comments on the document as necessary. It also prepares fundamental programme document on the regional level (Regional Development Programme (RDP)), which must be coordinated and subordinated with OP.

How will the partner contribute to the content of the cooperation and benefit from it?

PP2 will contribute with good practices from the region, good practices and existing knowledge from past transport related projects, experience in regional development, and the exchange of information and experience. On the other hand it will benefit from the exchange of knowledge in integrative transport planning, including intermodal nodes, mobility planning, and new business models in mobility.

Partner LP Scientific Research Centre of the Slovenian Academy of Sciences and Arts

What are the partner's competences and experiences in the issue addressed by this policy?

LP has been actively involved in EU-funded projects since 2002, especially into European territorial cooperation programs, many of them on mobility issues and regional development. Among them Catch-MR (Cooperative approaches to transport challenges in Metropolitan Regions) has recently finished. Ongoing projects: Park and enjoy nature! (Comprehensive introduction of environmentally friendly mobility in Triglav National Park) and DriveGreen: (Development of an Ecodriving Application).

What is the capacity of the partner to influence policy instrument?

LP is one of the leading research institutions in Slovenia, having an important impact in the field of regional mobility and transport planning. By providing knowledge it might contribute to innovative participatory planning solutions. It organises yearly conferences on regional development where most of the Slovenian stakeholders dealing with this topic are in attendance. This is a very good opportunity to present and publish the project results and to influence the policy instruments.

How will the partner contribute to the content of the cooperation and benefit from it?

LP is the only R&D institution within the partnership, so the partner will give professional support to the entire project team. On the other hand LP will have an excellent opportunity to compare transport systems in European metropolitan regions and thus increase its knowledge and, by engaging stakeholders and their expertise, also its research capacity. Project experience and results will be an important input to further research and publishing on mobility issues.

Stakeholder group relevant for policy instrument

Please provide the indicative list of stakeholders to be involved in the project

Ministry of Infrastructure, Transport Directorate
Ministry of the Environment and Spatial Planning
Municipalities of the Ljubljana Urban Region
LPP and other public transport operators in region
Slovenian Railways
Universities and research centres

Role of these stakeholders in relation to policy instrument? (e.g. in the decision making process)

Ministry of Infrastructure: The Ministry of Infrastructure of the Republic of Slovenia is responsible for railway, air, maritime, waterway and road transport, with the exception of control over road traffic safety, as well as for the areas of the transport infrastructure energy sector,

mining and efficient use of renewable energy sources. It is also in charge of Priority 7 of the OP that will be tackled within the project.

The Ministry for the Environment and Spatial Planning is responsible for spatial planning at the national level and regional level, particularly in the field of (transport) projects of national importance.

Municipalities of LUR: local authorities in Ljubljana Urban Region

LPP (Ljubljanski potniški promet): the public company Ljubljanski potniški promet is in charge of public passenger transportation in urban areas. This public company's most important task is to provide safe, reliable and smooth-running public transport in the area of the entire City of Ljubljana and sixteen suburban municipalities

Public transport operators in region: other transport operators of public transportation in the region

Slovenian Railways: provider of integral and intermodal transport across Slovenia and abroad.

Universities and research centres: knowledge providers are crucial players in providing intelligent transport and mobility solutions.

How will this group be involved in the project and in the interregional learning process?

This group of stakeholders will be directly involved in the project. They will be invited to all workshops and regional stakeholders meetings where project outputs will be presented and stakeholders could share their experience and needs and benefit and learn from other partners. Stakeholders will also be invited to participate in the process of developing action plan where they can share their views, experiences and needs. Our goal is to stimulate cooperation and bring together all key actors that can help develop and implement the action plan.

CONTEXT ANALYSIS LJUBLJANA

WS 1: Participatory transport planning

STRENGTHS	<ul style="list-style-type: none"> - expected inclusion of stakeholders within the urban mobility planning processes initiated and financed by the Ministry of Infrastructure; - participatory planning at the regional level (RAILHUC project, Regional development programme, Expert Basis for Managing Public Transportation in the Region, A Network P + R Scheme Collection Points in the Ljubljana Urban Region).
WEAKNESSES	<ul style="list-style-type: none"> - So far participatory planning is not properly integrated into planning activities. - Formal documents at the national level and sectoral papers are generally prepared with minimal involvement of the public, or even without them. - There is no coordinator for sustainable mobility on the regional level, who would function as a bridge between state and municipalities.
NEEDS	<ul style="list-style-type: none"> - Participatory planning to be involved into planning processes; - proper methodological approaches; - experienced facilitators; - better coordination among sectors; - introduce participatory processes in the preparation of national strategies (in particular sectoral).
GOOD PRACTICES	<p>Good practises on regional level (RAILHUC project, Regional development programme, Expert Basis for Managing Public Transportation in the Region, A Network P + R Scheme Collection Points in the Ljubljana Urban Region).</p>

WS 2: Creating a mobility plan

STRENGTHS	<p>The ministry for infrastructure has made a call on sustainable urban mobility plans (SUMP) on the municipal level.</p> <p>Experiences with mobility plans for companies and institutions</p> <p>The emergence of companies/institutions capable to produce a mobility plan.</p> <p>80 experts being educated to make mobility plans.</p> <p>Following National SUMP guidelines, Regional SUMP for Goriška Region was created in 2015, which is also a cross-border SUMP. This example can serve as a good practice, also in terms of connection of SUMPs on the local and regional level.</p>
WEAKNESSES	<p>The focus of the strategies is on municipal level, guidelines for small and medium sized towns and cities were adopted, and thus regional dimension is partly missing. However, SUMP guidelines motivate municipalities to elaborate wider analysis, which exceeds the administrative divisions, so the effect of SUMPs is not limited to municipal boundaries.</p> <p>Not all the municipalities in the region applied for a call or were given funds to prepare the mobility plans.</p>
NEEDS	<p>Sustainable urban mobility plan on regional level, including integrated public transport system and integrated cycling network is needed to efficiently tackle transport challenges in the region and in the Municipality of Ljubljana.</p> <p>Integrated ticketing and planning.</p>
GOOD PRACTICES	<p>Established mobility plans for companies and organizations :</p> <p>http://www.mzi.gov.si/fileadmin/mzi.gov.si/pageuploads/slike/Tiskovke/2011_09_16_MobilnostniN_MzP.pdf</p> <p>http://www.ef.uni-lj.si/media/document_files/druzbeno_odgovornost_in_integriteta/Mobilnostni_nacrt_EF.pdf</p> <p>http://urbani-izziv.uirs.si/Portals/uizziv/papers/urbani-izziv-2009-20-01-016.pdf</p> <p>Ljubljana :</p> <p>www.southeast-europe.net/document.cmt?id=362.</p>

WS 3: Low-carbon logistics planning

STRENGTHS	<ul style="list-style-type: none"> - Kavalir: an electric vehicle for transporting people in the walking zone; accordingly the same system could be used also for the goods; - Juhahu: healthy food home delivery on cargo bikes in Ljubljana ran by private company.
WEAKNESSES	<p>Cycling infrastructure is not suitable for cargo bikes; there is no common approach to (low-carbon) logistics; logistics based on trucks and vans.</p>
NEEDS	<p>Strategy/plan for e-bikes or e-vehicles is needed; low-carbon logistic system has to be developed; measures for connecting logistic services and the use of sustainable vehicles.</p>
GOOD PRACTICES	<ul style="list-style-type: none"> - Kavalir: an electric vehicle for transporting people in the walking zone; logistic on a personal/households level; - Juhahu: healthy food home delivery on cargo bikes in Ljubljana, ran by private company; - restricting deliveries to certain hours in the city centre.

WS 4: Development of and around transport nodes (Urban station communities)

STRENGTHS	<ul style="list-style-type: none"> - P+R sites are in construction; - plans for Emonica (revitalisation of the central station, pending); - plans for logistic centre BTC.
WEAKNESSES	<ul style="list-style-type: none"> - No activities beyond planning; - P+R are not supplemented by settlement planning; there is no coordination between transport and spatial planning.
NEEDS	<ul style="list-style-type: none"> - Redevelopment of the main train and bus station; - integration of transport and spatial planning; - directing settlement at transport hubs.

GOOD PRACTICES	<ul style="list-style-type: none"> - P+R Dolgi most in Ljubljana with 371 parking lots, and others; - concentration of new settlement around the railway in Borovnica.
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WS 5: Shaping low-carbon areas

STRENGTHS	<p>There are areas that were built as energy efficient buildings.</p> <p>Pedestrialisation of the city centre: http://www.ljubljana.si/si/zelena-prestolnica/zelene-tocke/20-trajnostnih-projektov-mol/sredisce-mesta-eko-cona/</p> <p>BICIKELJ – bike sharing system; electric vehicles charging stations.</p>
WEAKNESSES	<p>Although some general orientation exists there is weak implementation.</p>
NEEDS	<p>Set of standards should be proposed for new building areas.</p>
GOOD PRACTICES	<p>A multi residential high rise building the Eco Silver House (http://www.ee-highrise.eu/); expansion of the pedestrian zone in Ljubljana; BICIKELJ- bike sharing system; construction of P+R sites.</p>

WS 6: Sharing economy

STRENGTHS	<p>Bike sharing system Bicikelj; car-pooling; http://www.peljime.si/ http://www.prevozi.org</p>
WEAKNESSES	<ul style="list-style-type: none"> - Car sharing is not developed (culture of ownership vehicles and property); - There was a strong and serious initiative to introduce a car sharing

	<p>scheme in Ljubljana recently. Because they couldn't get an agreement with the insurance companies to support the initiative it was never established.</p> <p>http://www.delo.si/novice/ljubljana/lasten-avto-je-ze-luksuz-bi-si-ga-delili.html.</p>
NEEDS	<p>Strategy/plan for sharing transport system is needed; good business models and pilot testing / good practice.</p>
GOOD PRACTICES	<p>Bike sharing system Bicikelj with 36 bike stations and 28.500 regular users.</p> <p>www.prevozi.org – car pooling system.</p>

WS 7: Managing transportation

STRENGTHS	<ul style="list-style-type: none"> - There is integration of city and regional bus transport in some municipalities; - bus lines; - Telargo (information system on timelines); - URBANA – electronic ticket and paying card; - public transport strategy.
WEAKNESSES	<ul style="list-style-type: none"> - Transport providers are not connected; - there is no integrated ticketing; - timetables are not harmonized; - not integrated system of subsidies for public transport; - there is no joint management.
NEEDS	<ul style="list-style-type: none"> - Coherent transport planning that would connect all the transport providers; - joint undertaking management; - integrated ticketing; - coordinated timetables; - development and integration of public transport.
GOOD PRACTICES	<ul style="list-style-type: none"> - Extension of city lines in the region; - URBANA; - joint strategy for public transport at regional level.

OSLO AND AKERSHUS

BASIC INFORMATION

Metropolitan region: Oslo and Akershus

Size: 5372 km²

Number of inhabitants: 1 240 000

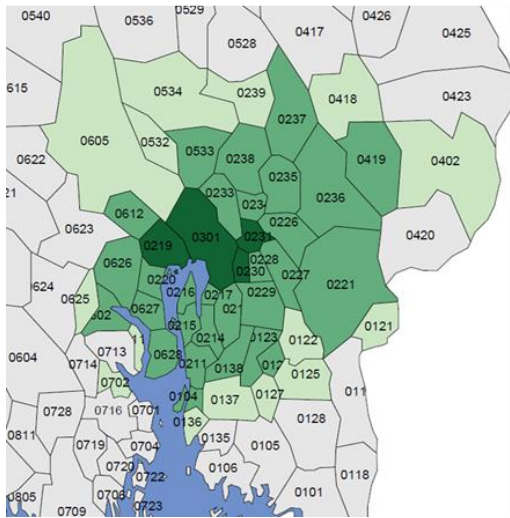
Web-site: www.oslo.kommune.no / www.afk.no



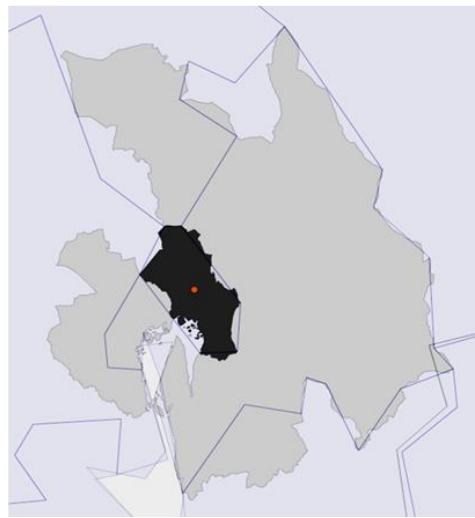
The Oslo region is the most urbanised part of Norway. The population of the functional urban area is 1.2 million. In the wider Oslo region, the population is around 2 million, depending on how this is defined.

Oslo City's population is 660,000.

Functional Urban Area
(NIBR 2011)



Functional Urban Area
(OECD 2013)



ORGANIZATION

General allocation of responsibilities between levels of local government

County

- High schools

- Public transport
- Highways
- Regional development

Municipality

- Child care
- Child welfare
- Elementary school
- Primary health care
- Care for elderly and disabled
- Social services
- Spatial planning
- Local roads
- Water and waste

Description of the administrative setting, territorial level, etc.

Akershus county council

Regional authority, responsible for county roads and public transport.

Agency of urban environment (City of Oslo)

Municipal agency, responsible for municipal roads and traffic management. In addition public parks and recreational areas.

Common responsibility

The regional land use and transport plan and strategy.

<http://plansamarbeidet.no/>

Main jurisdictions

Road traffic legislation. Taxi permits. Environment and air quality legislation. Education law. Planning and building act (2008)

- Regional planning (Akershus County)

- Planning at all levels, including regional (Oslo)
- Detailed and general land use planning (municipalities – 22 in Akershus)

ORGANIZATION OF TRANSPORT AND TRANSPORT PLANNING

Organizational setting

The national level is responsible for heavy rail infrastructure and train services, including local trains.

Local and regional public transport is provided by Ruter, a transport company owned jointly by the City of Oslo and Akershus county council. Subcontractors operate the different services, including metro, trams, buses and infrastructure.

National traffic road administration is both providing road maintenance and traffic management for national and regional roads.

Local roads are managed by the municipalities.

Road freight terminals are privately owned. The rail freight terminals are managed and owned by the national railway company, and the Port of Oslo is jointly owned by the City of Oslo and neighbouring Counties.

Transport providers

NSB – trains

Ruter AS – Regional public transport

Freight – private companies

POLICY DOCUMENT ADDRESSED

Please name the policy instrument addressed.

Regional Plan for Land Use and Transport in Oslo and Akershus

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

Oslo and Akershus have provisional plans for transport and spatial development to achieve sustainable growth due to be adopted by the end of 2015. Implementation is likely to meet conflicts of interests between the travel modes, especially in terms of space allocation. The region is looking for ways to develop and improve mobility planning that include all transport modes, and ways to bridge the gap between mobility and land use planning. An integrated approach to finding agreed solutions is sought. SUMP will be adopted as a tool to help planners and politicians prioritise in each case.

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

No

Is the body responsible for this policy instrument included in the partnership?

Yes

Please name the responsible body and provide a support letter from this body

The City of Oslo, The Agency of Urban Environment

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

The Regional Plan for Land Use and Transport in Oslo and Akershus went through a thorough process since 2012 in order to identify and reflect goals and needs of stakeholders and political bodies on all levels. This is an important step towards bridging the gap between spatial and transport planning across municipalities that have independent authority on land use policies. However, conflicts of interest between different modes of transport will likely be challenging also in the years ahead.

Further work with stakeholders in developing a Sustainable Urban Mobility Plan (SUMP) will be a natural step forward and help the region to stay on target in terms of sustainable travel and freight. Also the development of station areas is part of the Regional Plan for Land Use and Transport in Oslo and Akershus, and is an effort to increase the density of the smaller towns and communities in the region. This development is closely connected to encouraging sustainable interurban travel and commutes by public transport and further increase the

territorial cohesion in terms of integrated housing and labour markets within the region. This policy meets wide political support, but there is a need to aid the municipalities in taking the good practice into action. The goal is to develop liveable, attractive communities with high levels of connectivity and services.

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

Reduction in car traffic measured by average daily number of vehicles passing the toll ring (2012 value: 312 175)

Territorial context

What is the geographical coverage of this policy instrument?

Regional

What is the state of play of the issue addressed by this policy instrument in the territory?

What needs to be improved in the territorial situation?

The Oslo-Akershus approach builds on the EU Commission's Green Paper for Smart Urban Mobility (SEC(2007) 1209), and the EU's Transport 2050 strategy, Roadmap to a Single European Transport Area, adopted 2011. These key policy documents, which are followed up in Norwegian equivalent policies, through priorities in the Norwegian National Transport Plan (national equivalent of TENT) and in transport policy documents in our region (Oslopackage III, Ruter's K2012, Akershus Transport plan 2012-2015 and more). The Regional Plan for Land Use and Transport has been in a thorough development process since 2012. The plan is due to be politically adopted in Oslo and Akershus in November 2015. The outline proposal for SUMP is approved within the Agency for Urban Environment in the City of Oslo and awaits policy commitment. A draft strategy for climate and environment is under discussion in the City Council of Oslo, with possible requirement for following up with a SUMP. In Akershus, the policy framework is more fragmented, between several municipalities and the County Council's transport plan. There is a need for action plans to execute the principles of the Regional Plan for Land Use and Transport in both Oslo and Akershus. The whole region is experiencing population growth, putting pressure on both transport and land use. The development of transport nodes and station communities fits into this picture along with a focus on sustainable and smart mobility. Across so many stakeholders the focus on inter municipal and regional cooperation is essential.

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

No

Partner relevance for policy instrument

Partner PP3 The City of Oslo, The Agency of Urban Environment

What are the partner's competences and experiences in the issue addressed by this policy?

The agency has extensive knowledge and experience with transport and mobility planning and works closely with the political bodies to put the adopted plans into action and as advisors in order to achieve policy commitment.

What is the capacity of the partner to influence policy instrument?

The agency must carry out activities with a foundation in the existing plans. Furthermore the agency influences the policy instrument through a process of recommendations and dialogue with the executive level of government in Oslo. Once the political commitment is in place the development of a SUMP can start, with the agency as a coordination body.

How will the partner contribute to the content of the cooperation and benefit from it?

The Agency has a substantial portfolio of projects related to reducing the environmental impacts of freight, a field often ignored when looking at improving mobility in terms of personal transport alone. This experience will be an important contribution. Oslo will benefit from the cooperation with Akershus and in learning more from other partners about priority alternatives. The involvement of stakeholders in the workshops will improve regional knowledge and cooperation.

Partner PP4 Akershus County Council

What are the partner's competences and experiences in the issue addressed by this policy?

The County Council has extensive knowledge and experience with planning and work with the municipalities in order to achieve sustainable transport and connections within the region. There is however a need for more cooperation within the subject of green freight in Akershus.

What is the capacity of the partner to influence policy instrument 1?

The Administrative division for transport in Akershus makes recommendations, through the CEO, to the elected County Council for approval. Once approved, the CEO and his agencies are responsible for implementation.

How will the partner contribute to the content of the cooperation and benefit from it?

PP4 has a vast experience in participatory dialogue with local administrations as well as in leading the dialogue between the metropolis and the hinterland. Both aspects will be used in the project. PP4 has a regional transport plan, which is under revision and is viewed in light of the Regional Plan for Land Use and Transport in Oslo and Akershus. The most important benefits from the project lie in the cooperation with Oslo and in learning more from other partners about priority alternatives.

Stakeholder group relevant for policy instrument.

Please provide the indicative list of stakeholders to be involved in the project

Ruter AS
The Suppliers' Development and Competence Centre
The City of Oslo bicycle project
The Norwegian Public Roads Administration
The Agency for Planning and Building
Municipalities in Akershus

Role of these stakeholders in relation to policy instrument? (e.g. in the decision making process)

Ruter AS: a public transport agency jointly owned by Oslo and Akershus working strategically with sustainable mobility in the region.
The Suppliers' Development and Competence Centre: an interest organization owned by stakeholders within the freight industry. Working to improve services and advance the public focus on freight.
The City of Oslo bicycle project: an independent city agency working with strategy and communication in order to increase the bike share in Oslo.
The Norwegian Public Roads Administration: government agency for transport, responsible for building the county road infrastructure, working strategically for sustainable transport.
The Agency for Planning and Building: city agency for spatial planning, the authority of spatial planning and development in the City of Oslo.
Municipalities in Akershus: local spatial planning and development authorities within the county of Akershus.

How will this group be involved in the project and in the interregional learning process?

The stakeholders will be invited to participate in the project's workshops across various topics and regions. The invitations will be extended to those stakeholders who have the highest interest in the upcoming topic and who are active in the cooperation within the region throughout the project. Stakeholders within the field of freight will also be invited to participate in the workshop held in Oslo and Akershus and to contribute to the programme. Other regional stakeholders will be invited to participate in the workshop held in Oslo and Akershus. Furthermore the participating stakeholders will be invited to summarize their experience with the project and workshops in the regional stakeholder meeting in the project's semester 6. The participation is intended to both secure that their needs are reflected in the action plan as well as to provide a platform where they get to know each other's needs. The goal of achieving an integrated approach to mobility and land use planning involves not only the achievement of a feasible and sustainable plan, but also actively working to stimulate cooperation and understanding across the different bodies of interests.

CONTEXT ANALYSIS OSLO AND AKERSHUS

WS 1: Participatory transport planning

STRENGTHS	The culture of open and accessible administrations provides a high level of confidence in the public sector.
WEAKNESSES	There is limited and fragmentary experience of participatory processes that go beyond the required minimum, which is hearing of strategies and plans. This applies especially in the transport sector.
NEEDS	To improve on our weaknesses and build further on structured participatory processes at both the regional level as well as the municipal level.
GOOD PRACTICES	The municipalities were involved in the development of the regional plan for land use and transport. There have also been participation from the public on specific projects, although with varied success.

WS 2: Creating a mobility plan

STRENGTHS	High level of competence in public administration on strategic mobility planning.
WEAKNESSES	There is a sectorial approach to mobility planning.
NEEDS	To see mobility in a larger perspective. Closer sectorial cooperation.
GOOD PRACTICES	The experience with the development of the regional plan gave a good foundation to keep working in a more cross section manner.

WS 3: Low-carbon logistics planning

STRENGTHS	The public administration has a high level of competence in strategic planning within the frame of low-carbon development. The freight operators are private and follow closely the strategy.
WEAKNESSES	New legislation takes time and the market for low-carbon freight vehicles is slowly improving.
NEEDS	New legislation on a national level. Incentives for private freight companies to go low-carbon.
GOOD PRACTICES	Project on green freight (last mile) in the city of Oslo. Including EU Horizon 2020 projects.

WS 4: Development of and around transport nodes

STRENGTHS	A strong regional land use and transport plan. Considerable focus on development of sustainable transport nodes and a shift towards public transport. There are several large development areas around transport nodes in the region.
WEAKNESSES	Development is slow and often creates local conflicts. It depends on a lengthy planning process and an open dialogue with developers and land-owners.
NEEDS	A more efficient and positive planning process, which encourages the cooperation of municipalities, local interest groups and private developers.
GOOD PRACTICES	An open planning process and a strong regional plan as a good foundation.

WS 5: Shaping low-carbon areas

STRENGTHS	Oslo is implementing a plan for a car free city centre. And establishing low emission zones. Establishing infrastructure for electric vehicles and incentives for private owned EV-cars. Municipal vehicle fleets are EV.
WEAKNESSES	Congestion in lanes for EV and public transport. Legislation for low emission zones is not yet in place. Low modal split for bicycling.
NEEDS	Strong legislation. Re use of existing street layout. Incentives that provide a better social balance. A better infrastructure that support bicycling and walking.
GOOD PRACTICES	EV infrastructure. Fossil free public transport by 2020.

WS 6: Sharing economy

STRENGTHS	Not a hot topic in public administration, legislation that hinders development. There is some private initiatives in car sharing. There is a very well developed bike sharing system in Oslo.
WEAKNESSES	Not yet a part of strategic mobility planning.
NEEDS	Making the public more aware on urban living and provide infrastructure that support the development. I.e. parking spaces for car sharing.
GOOD PRACTICES	Bike sharing.

WS 7: Managing transportation

STRENGTHS	Organization of regional public transport and infrastructure financing.
WEAKNESSES	Freight transport.
NEEDS	To see the modal split for walking and cycling in context in infrastructure and operations.
GOOD PRACTICES	A very well developed public transport system. There is a new strategy for climate and energy which will be adopted and provides ambitious directions for reduction of climate emission.

GOTHENBURG

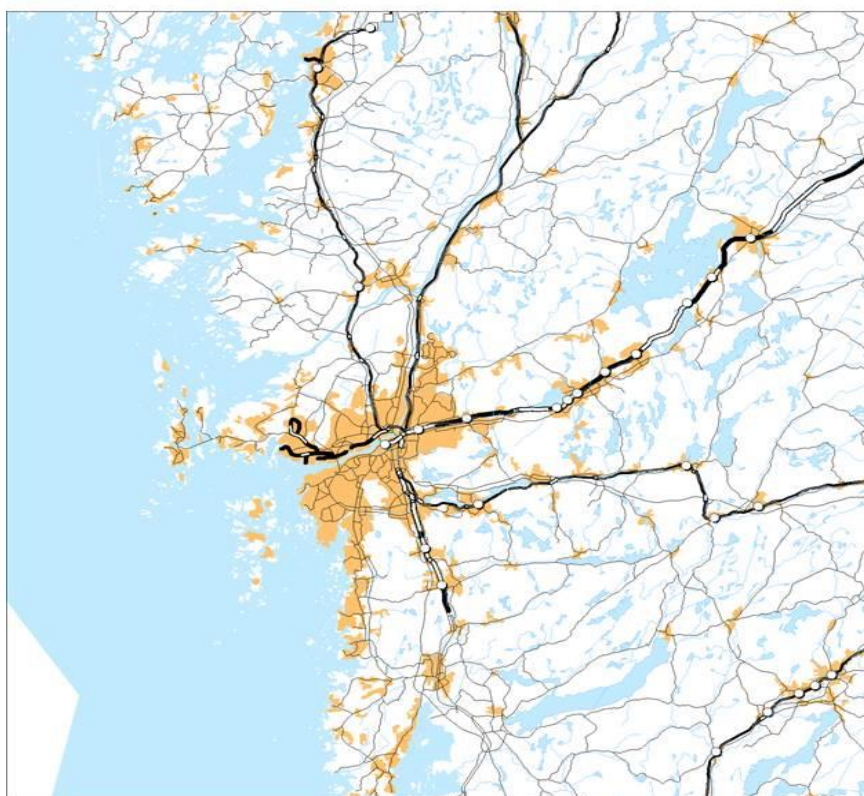
BASIC INFORMATION

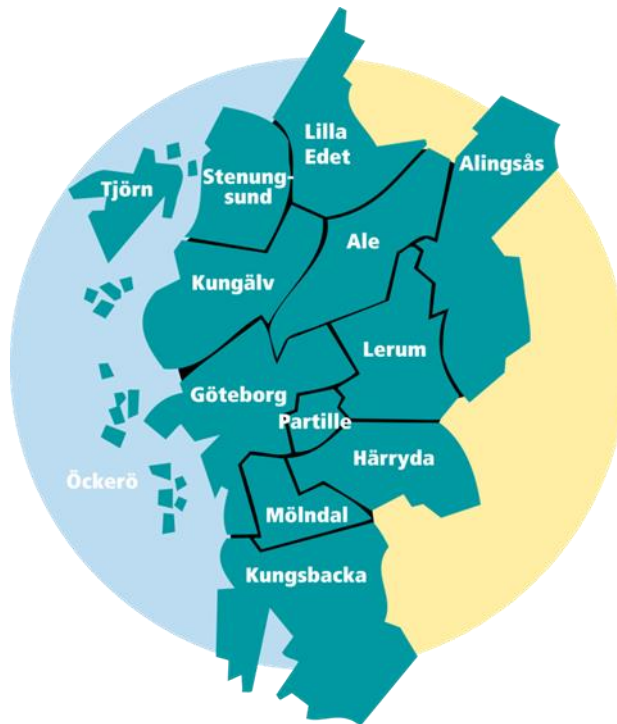
Metropolitan region:

- Size: 3 063 km²

Number of inhabitants: 982 360 (2015)

Web-site: www.grkom.se





ORGANIZATION

Description of the administrative setting, territorial level, etc.

The Göteborg Region Association of Local Authorities (GR) is a co-operative organisation uniting thirteen municipalities in western Sweden.

The Gothenburg Region occupies 3 063 km² and is made up with 13 municipalities with close to one million inhabitants.

The member municipalities are Ale, Alingsås, Göteborg, Härryda, Kungälv, Lerum, Lilla Edet, Mölndal, Partille, Stenungsund, Tjörn, and Öckerö.

The task of the association is to promote co-operation over municipal borders and provide a forum for the exchange of ideas and experience within the region.

GR focuses on such issues as: regional planning, environment, traffic, job market, welfare and social services, competence development, education, and research.

The GR delegation has 97 members and its board of directors has 22 representatives and 11 deputies. The chairman and three vice chairmen make up the presidium of the board of directors. The board appoints management groups for different areas of activity within GR.

GR is financed partly through annual membership fees from the member municipalities and partly through income from conference and training arrangements, investigations, and other joint-user ship savings for the member municipalities.

GR is the regional planning office in accordance with the plan and building act of 1987. (PBL 1987)

Prior to that, regional planning has been voluntarily carried out since 1940 in the Gothenburg area.

The regional planning has always had a tradition of voluntary and informal cooperation in the region. The 13 municipalities have jointly agreed to solve common problems together. As an example has water supply and sewer system been a regional issue together public transport and district heating, garbage handling etc.

The metropolitan area has an integrated work- and housing market based on Gothenburg as the core city. Gothenburg is the second largest city of Sweden. Gothenburg is also the historic trading centre of Scandinavia with the largest port and has transoceanic links.

Over the last decade political powers has been shifted to the larger geographical area of west Sweden (Västra Götalandsregionen , VGR). VGR has 49 municipalities. VGR is now responsible for public transport and regional development issues besides the main task of health care. Nevertheless GR still has an important role as responsible for regional planning in the metropolitan area. There is a national discussion to change the regional jurisdiction in Sweden so that the regional level of VGR will take over the formal regional planning status from GR. There are also discussions of making the regional territory larger due to the need of creating a more efficient health care organisation. The suggestion is that 5 or 6 regions will replace the current 22 county councils.

GR has the formal responsibility to deal with regional planning issues based on the mandate given from its member municipalities. The political board consists of the mayors of the 13 local municipalities with Gothenburg as chairman.

To form the regional planning based on local cooperation a new form of multi-level governance has been developed. The regional planning is carried out in consultation rounds where local politicians agree on what issues are to be dealt with and how at the regional level. Through the consultation process a mutual insight into the importance of regional co-operation is generated, a common attitude towards overall planning matters and a common view of tools and working methods.

Regional agreements are made and these form the input for the comprehensive planning at the local level. So far regional agreements has been made regarding land use planning in the form of a structural illustration, waste management, public transport and transport planning. The most important document is the "Sustainable growth, goals and strategies focusing on regional structure" where agreements on how the region should handle environmental, economic and social issues.

Main jurisdictions

GR is involved in the following services in its area:

- Spatial planning: regional spatial planning, infrastructure investments, regional housing issues.
- Environment: water, waste, consequences from global warming
- Mobility: transport, cycling, mobility behaviour
- Economic development and social projects within welfare
- Education and job market including competence development and research.

ORGANIZATION OF TRANSPORT AND TRANSPORT PLANNING

Description of the administrative setting, territorial level, etc.

Regional/local level

1. Region; Västra Götaland Regionen (VGR), managing public transport long term planning
2. Metropolitan; Göteborgsregionens Kommunalförbund
3. Municipalities; 13 Municipalities

Main jurisdictions

Region Västra Götaland is the managing authority for Public Transport and manages the long term and strategic planning for both public transport and for infrastructure investment for regional transport systems.

Trafikverket is the Swedish Transport Authority (TRV) and provide strategic planning for the national road system. TRV manage planning and implementation of infrastructure investment in the national and regional transport road system

Public Transport provider is Västtrafik. Manage short term planning of the public transport system. Act as an expert organisation for VGR in public transport related issues. Manage the public transport system through competing bus and rail companies.

POLICY DOCUMENT ADDRESSED

Please name the policy instrument addressed.

Sustainable Growth, goals and strategies focusing on regional structure

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

In the policy document, “Sustainable Growth, goals and strategies focusing on regional structure”, The Göteborg Region Association of Local Authorities (GR) sets out a number of fundamental elements of a regional structure necessary to improve in order to achieve an attractive and sustainable region. The main objective for this policy document is to contribute to long-term sustainable development within the Gothenburg region. Such development covers three basic and mutually dependent dimensions – the social, the environmental and the economic. The policy document is an agreement between the regional level (GR) and the local level (the municipalities). In the agreement the local municipalities have committed themselves to develop their territory in accordance with the regional policy. The policy document states that the Gothenburg region shall establish attractive and efficient regional commuting rail services. This means that land use and infrastructure development that supports these goals need to be prioritized. In this manner the urban transit oriented development is pointed out to be of key importance to reach the main goal of the policy document. It will have an integrated role for locating new housing, infrastructure investment and densification of land use that will transform station communities into local hubs for sustainable commuting.

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

No

Is the body responsible for this policy instrument included in the partnership?

Yes

Please name the responsible body and provide a support letter from this body

PP5 The Göteborg Region Association of Local Authorities

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

Goteborg Region Association of Local Authorities (GR) will strengthen “Sustainable Growth, goals and strategies focusing on regional structure” by providing new governance mechanisms in terms of 1) concrete indicators to measure the adoption of the policies and by 2) improved communication/governance with the public to obtain the overall objectives. Policy will also be strengthened by supporting new projects linked to 1) sustainable travel and commuting by

public transport and 2) increased territorial cohesion in terms of integrated housing and labour markets within the region. Improvements of this policy instruments will be made through actively developing liveable, attractive communities with high levels of connectivity and services. To this end Goteborg Region Association of Local Authorities (GR) will support urban transit oriented development and create good practices with European influence that can be an inspiration for all station communities in the Gothenburg region.

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

Number of new dwellings established in the station community of Ytterby in the Kungälv Municipality

Territorial context

What is the geographical coverage of this policy instrument?

Regional

What is the state of play of the issue addressed by this policy instrument in the territory?

What needs to be improved in the territorial situation?

The agreements made in the policy document “Sustainable Growth, goals and strategies focusing on regional structure” are between Goteborg Region Association of Local Authorities (GR) and the local municipalities. The whole Gothenburg region is experiencing rapid population growth. This has led to the necessity of reevaluating the regional planning target stated in the policy document. From a yearly population growth of one percent the planning target will be increased to a yearly growth of one and a half percent. This halves percent increase for each local municipality will be on top of their present population growth target. This increase is putting pressure on the local municipalities regarding both transport and land use. At the same time the policy document states that the region should be developed to create an attractive and sustainable region that is attractive to live, work and visit. To create a balance between economic, social and environmental considerations the policy document also brings into play other perspectives related to the region such as equality, integration and internationalisation. The policy document also states that the region shall contribute to the development of an economy independent of fossil fuels by 2030. All implementation of the agreements made in the policy document will be made in the comprehensive plans of the member municipalities. It is here that the complex priorities between new housing, existing inhabitants, car use, and mobility effectiveness are made. The Gothenburg Region has, due to previous planning decisions, problems with urban sprawl. To curb the effects of urban sprawl is one of the desired outcomes of the project.

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

No

Partner relevance for policy instrument

Partner PP5 The Göteborg Region Association of Local Authorities

What are the partner's competences and experiences in the issue addressed by this policy?

The Gothenburg Region Association of Local Authorities (GR) is a cooperative organization for shaping political consensus and cooperation, uniting 13 municipalities in western Sweden. GR is the regional planning authority in accordance to the Planning and Building Law (PBL) for the Gothenburg Region. GR has broad experiences in a concerted development in the field of spatial and transport planning and particularly in leading participatory decision-making and planning processes.

What is the capacity of the partner to influence policy instrument?

The Gothenburg Region Association of Local Authorities (GR) as an inter municipal/ regional association is responsible for setting regional priorities in agreement with the municipalities that established the GR, and thus is responsible for coordination of "Sustainable Growth, goals and strategies focusing on regional structure". GR has as a regional planning authority the full capacity to manage and develop the policy document.

How will the partner contribute to the content of the cooperation and benefit from it?

GR will through its ongoing work with urban stations communities contribute its experience and recommendations on land use planning, participative planning and redevelopment of urban transit areas. GR will benefit from the cooperation within SMART-MR with added knowledge that will be beneficial when communicating with and supporting all other stakeholders in the region i.e. local municipalities, Västtrafik (public transport), National road authorities, Västra götalandregionen.

Stakeholder group relevant for policy instrument

Please provide the indicative list of stakeholders to be involved in the project

Västra götalandregionen (VGR),
Mistra Urban Futures,
Kungälv Municipality,
Tillväxtverket

Role of these stakeholders in relation to policy instrument? (e.g. in the decision making process)

Västra götalandregionen (VGR): responsible for regional development, infrastructure planning and public transport in the region.

Mistra Urban Futures: is an international research and knowledge centre based in Gothenburg

important for developing urban station communities.

Kungälv Municipality: spatial planning authority at the pilot area.

Tillväxtverket: has the role of coordinating and strengthen local and regional development by monitoring the results and sharing experience from projects carried out within the Territorial Cooperation.

How will this group be involved in the project and in the interregional learning process?

The stakeholders will be invited to participate in the process of developing an action plan for transport oriented development at Ytterby in the Local Municipality of Kungälv. This action plan will also give knowledge for the work of introducing a regional sustainable urban mobility plan. These plans are essential tools for implementing the agreements made in the policy document, “Sustainable Growth, goals and strategies focusing on regional structure”.

The stakeholders will be able to exchange their views and needs in cooperation with GR. The participation is intended to both secure that their perspectives are reflected in the plans as well as provide a platform for further dialogs. The goal is to achieve an integrated approach to transport planning and land use that involves not only a good plan in itself, but also active work to stimulate cooperation and understanding across the various stakeholders of interests.

CONTEXT ANALYSIS GOTHENBURG

WS 1: Participatory transport planning

STRENGTHS	GR has gained experience from a large scale participatory dialogue with stakeholders including the general public. We developed new forms of perspectives that enable participants to view the problems more objectively.
WEAKNESSES	Very late in the process the government changed the possible outcome of the planning problem.
NEEDS	Further develop the participatory methodology
GOOD PRACTICES	GR has been part of the West Sweden Package Deal. In this congestion Tax was introduced. GR was involved in the participatory dialog with stakeholders.

WS 2: Creating a mobility plan

STRENGTHS	GR has many years ago created a strategic transport plan including all member local municipalities and the national stakeholders. GR has experience in regional governance across administrative borders.
WEAKNESSES	The political consensus and decision to develop a SUMP has not been a priority.
NEEDS	To develop a modern holistic SUMP
GOOD PRACTICES	The strategic transport plan did not include CO2 emission restraints nor transportation issues. (Bad practice)

WS 3: Low-carbon logistics planning

STRENGTHS	Previous local low-carbon logistics has been implemented in the GR region for many years.
WEAKNESSES	Mainly within Gothenburg.
NEEDS	Further develop ways of larger scale implantation.
GOOD PRACTICES	City logistic transport system developed different ways for local goods distribution. I .e. by bike, small electric distribution vehicles , shared distribution of goods

WS 4: Development of and around transport nodes

STRENGTHS	Local Municipality Kungälv is committed to develop Ytterby in a sustainable direction. Large parts of central Ytterby has low degree of existing settlements that would create additional restrictions for new development. Closeness to Gothenburg.
WEAKNESSES	The Ytterby area has several complex attributes. i.e. historical heritage, noise and restrictions regarding transport by rail and a negative public opinion towards change. Low capacity for public transport using rail. Poor connection to Kungälv city center and Rollsbo business park.
NEEDS	To create an action plan for development of the station community Ytterby in both a social and sustainable direction in cohesion with all stakeholders.
GOOD PRACTICES	Mistra Urban Futures a center for sustainable development is responsible for the good practice project Urban Station Community in the region.

WS 5: Shaping low-carbon areas

STRENGTHS	GRs structural illustration focus on regional development and can be used specifying where to develop and shaping low-carbon areas.
WEAKNESSES	The structural illustration needs to be concretized.
NEEDS	To create guidelines for local development plans.
GOOD PRACTICES	One all electrified bus route connecting the university area at Lindholmen with Chalmers technical university and the city centre. Another electric bus route connecting the railway station of Nödinge with the housing areas of the municipality. Here induction technology is used to charge the buses. A project is looking at connecting the airport with nearby municipalities with public transport, possibly electrified.

WS 6: Sharing economy

STRENGTHS	Experience in implementing Car and Bike sharing.
WEAKNESSES	Market share is still too low.
NEEDS	Better understanding regarding sharing economy implementation in public awareness.
GOOD PRACTICES	The bike sharing system that has been in use for many years is now under review and a new contract is being negotiated including a larger area of operations and also electrically powered bikes. Collaborative initiatives (including car sharing) has been put on a map: http://www.kollekogbg.se/

WS 7: Managing transportation

STRENGTHS	The Gothenburg region has a long tradition in supervising transport and traffic management, i. e Systems like KomFram giving priority to public transport when needed.
WEAKNESSES	Further develop managing transport systems during major infrastructure implementations.
NEEDS	Further integration of sub system from various information holders.
GOOD PRACTICES	Trafiken.nu is both an information provider and an information platform addressing both information for car users and users of the Public Transport system.

HELSINKI

BASIC INFORMATION

Metropolitan region: Helsinki Metropolitan Area, also Helsinki Region

Size: land area 3700 km²

Number of inhabitants: 1,42 million (2015)

Web-sites: www.hsy.fi; www.helsinginseutu.fi; www.hsl.fi; www.uudenmaanliitto.fi

PP: Helsinki Region Environmental Services Authority (HSY)



ORGANIZATION

Helsinki Region Environmental Services Authority HSY is a municipal body, which produces waste management and water services, as well as providing regional information for planning and decision making.

Description of the administrative setting, territorial level, etc.

The member cities of the Helsinki Region Environmental Services Authority HSY are Espoo, Helsinki, Kauniainen and Vantaa, which have signed the basic agreement for HSY and its operations.

The Helsinki Region Environmental Services Authority municipal federation was established by the basic agreement approved by the councils of the member municipalities (Helsinki, Espoo, Kauniainen and Vantaa).

The general meeting holds the highest decision-making authority of the federation. Each member municipality has one representative in the general meeting.

The general meeting elects the members of Board of Directors for the municipal term in accordance with the political dominance.

The board consists of the 14 actual members elected by the general meeting, one of which will be names as the President and one as a Vice President. Each member has a personal substitute member. Seven of the members and substitute members are from Helsinki, three from Espoo, one from Kauniainen and three from Vantaa.

HSY provides water and waste management services for about 1 million inhabitant on the Helsinki Metropolitan Area and two surrounding municipalities. HSY also provides regional information for planning and monitoring the urban development for the 14 municipalities of the Helsinki Metropolitan Region. HSY monitors the air quality and coordinates the preparation of the Air Quality Plan for the Uusimaa Region (28 municipalities).

Main jurisdictions

The principal tasks of HSY include water and waste water management, waste management and providing information for planning and decision-making. HSY's Regional information Unit tasks are Climate mitigation and adaptation monitoring and promoting the implementation of the Helsinki Metropolitan Area Climate Strategy 2030 and the Helsinki Metropolitan Area Climate Change Adaptation Strategy, regional information service for planning and decision-making, monitoring MAL-Letter of Intent (on land use-housing-transport between state and municipalities), regional air quality monitoring and Air Quality Plan.

ORGANIZATION OF TRANSPORT AND TRANSPORT PLANNING

Organizational setting

The main planning organizations in Helsinki Metropolitan Region for transport planning are Helsinki-Uusimaa Regional Council, Helsinki region transport and The Finnish Transport agency, which is a national level organization.

Public transport providers

In Helsinki Metropolitan Region there are three main public transport providers: Helsinki Region Transport, Helsinki City Transport (metro, tram, ferry, busses) and VR Group (rail transport). In larger Uusimaa region, including Helsinki Metropolitan Region, public transport providers are municipalities and a state level organization Uusimaa Centre for Economic Development, Transport and the Environment.

Main jurisdictions

Helsinki Uusimaa Regional Council (HURC) is responsible for regional strategic planning including Regional Land Use Plan and the long term Transport System planning of Helsinki-Uusimaa Region as well as international EU services. HURC area covers 26 municipalities and has a political steering.

Helsinki Region Transport (HSL) plans and organizes public transport in the region and improves its operating conditions. It is responsible for the preparation of the Helsinki Region Transport System Plan (HLJ). HSL plans and organizes public transport in the region and work to improve its operating conditions. It also procures bus, tram, Metro, ferry and commuter train services and approves the public transport fare and ticketing system as well as public transport fares. HSL is also responsible for public transport marketing and passenger information and it organizes ticket sales and is responsible for ticket inspections. HSL area covers its 7 owner municipalities: Helsinki, Espoo, Kauniainen, Vantaa, Kerava, Kirkkonummi and Sipoo. HLJ planning area covers 14 municipalities.

Helsinki Region Transport System Plan is based on the Regional Development Act and HSL's Charter. It is a long-term strategic plan that aligns regional transport policy. The transport system is developed as a whole. The plan gives a common view on the transport system development path and measures in the near future. HLJ is part of the land use, housing and transport (MAL) co-operation in the Helsinki region and of the MAL Letter of Intent preparation and monitoring process.

Helsinki City Transport HKL is responsible for running the trams and the metro as well as construction and maintenance of track, stations and depots.

VR Group's main task is to provide its customers train travel and logistics services. VR is a market-based company.



POLICY DOCUMENT ADDRESSED

Please name the policy instrument addressed.

The Finnish ERDF program Sustainable Growth and Jobs 20142020 (CCI 2014 FI 116M2OP001), Policy instrument 2. Utilizing and producing latest information and knowhow. Investment priority 3. Promoting research, innovations and use of low-carbon technology. Special target 3.2. Developing solutions...

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

The Finnish ERDF program supports the competitiveness of SMEs and employment and promotes low-carbon economy. The objectives are still on quite general level and the measures towards carbon neutrality are not very specific. It is important to transform the objectives into concrete and operational policies, which should be developed for the short and long term and also by giving new and good practical examples. This can be done for example by piloting new approaches.

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

Yes

Is the body responsible for this policy instrument included in the partnership?

No

Please name the responsible body and provide a support letter from this body

Helsinki-Uusimaa Regional Council (HURC)

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

The project supports the objectives of both national and regional ERDF-programmes: the Sustainable Growth and Jobs Programme and Helsinki-Uusimaa Regional Programme, the climate targets and Low-Carbon roadmap in the Helsinki-Uusimaa Region, as well as with the national and regional land use objectives. The policy instrument will be improved through new innovative actions and sharing experience and good practices with other regions and partners of the project. The project will support in solidifying the objectives in existing urban structure through low-carbon piloting on station areas as part of the sustainable transportation target. The project also offers a test lab of business potential and innovations for the SMEs. New business and innovations based on low-carbon measures and open data will be created, use of renewal energy will be promoted, and as part of low-carbon transportation, energy and material efficiency will be piloted.

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

Number of SMEs, which are located on low-carbon areas and which generate and bring sustainable, low-carbon based new product or service to the market (current value: 0)

Territorial context

What is the geographical coverage of this policy instrument?

National

**What is the state of play of the issue addressed by this policy instrument in the territory?
What needs to be improved in the territorial situation?**

Finland has high energy consumption and as a result, large amounts of greenhouse gas emissions, partly due to the long heating and lighting season. The EU's climate objectives require 20% emissions reduction, increase in renewable energy and increasing efficiency of energy use. National and Helsinki-Uusimaa Metropolitan Area climate objectives require carbon neutrality by 2050. This means that the existing urban structure should be transformed into low-carbon area on a tight schedule, so that the climate objectives can be reached. A transition to low-carbon economy requires major changes, in the whole system and the existing infrastructure. According to HSY's GHG calculations the emissions have not been reduced sufficiently and therefore the existing measures have not been sufficient.

The urban area is fragmented, urban sprawl is high and the number of private cars is high. The diversification of the economic structure and growing amount of innovative clean tech companies and SMEs are important factors in creating low-carbon economy. Use of open data needs to be enhanced.

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

Yes

If yes, how?

Helsinki-Uusimaa Regional Programme and The smart specialization strategy of the Helsinki Metropolitan area are based on RIS3. In the smart specialization strategy, urban clean-tech is identified as one of the main areas for development. The programme also includes strategic policy guidelines "Smart everyday life" and "Smart and fluent transportation" aiming at carbon neutrality.

Partner relevance for policy instrument

Partner PP6 Helsinki Region Environmental Services Authority

What are the partner's competences and experiences in the issue addressed by this policy?

PP6 has a significant role in the Helsinki Metropolitan area developing climate change mitigation and adaptation strategies and implementing and monitoring their policies. PP6 has been involved in development process of the Low Carbon Roadmap coordinated by Helsinki Uusimaa Regional Council which shares climate targets of the Finnish ERDF. PP6 takes part in implementing regional low carbon policies and works to transform programme objectives into concrete and operational policies and actions.

What is the capacity of the partner to influence policy instrument?

PP6 cooperates with Helsinki Uusimaa Regional Council (HURC), the regional authority responsible for implementation of the national ERDF program at the regional level. PP6 presents implementation examples and produces new regional information to support definition of regional development priorities and open calls, as well as the decision making processes of HURC. This supports HURC in assessing on how the climate targets of the OP are met (25% on low carbon objectives).

How will the partner contribute to the content of the cooperation and benefit from it?

By "Shaping low carbon station areas" PP6 can promote the new low carbon solutions and innovations, in transforming the existing urban structure towards carbon neutrality. PP6 can provide good practices for other regions, and learn from them through exchange of information and experiences. The project implements PP6's own strategy and improves regional cooperation and produces stronger networks in developing livelier low-carbon station areas.

Stakeholder group relevant for policy instrument

Please provide the indicative list of stakeholders to be involved in the project

HelsinkiUusimaa
Regional Council (HURC)
Helsinki Region Transport Authority (HSL)
Helsinki Business HUB (Greater Helsinki Promotion Ltd)
Green Net Finland

Role of these stakeholders in relation to policy instrument? (e.g. in the decision making process)

Helsinki-Uusimaa Regional Council (HURC): is the IB of the addressed Regional ERDF OP and a key stakeholder in the project. The representative of the HURC will contribute the knowledge in the topic concerned to the project as well as to the ERDF coordination committee.

Helsinki Region Transport Authority (HSL): plans and organizes public transport in the region and improves its operating condition. HSL is responsible for the preparation and promoting of

the Helsinki Region Transport System Plan (HLJ). HSL is a key stakeholder in the project. The representative of the HSL will contribute the knowledge in the topic concerned to the project. Helsinki Business HUB (Greater Helsinki Promotion Ltd): is the regional development agency for the Helsinki metropolitan region. HBH promotes the growth and development of innovation driven companies (ICT, smart and clean tech) in the region. HBH receives its funding from public sources (from the cities of Helsinki, Espoo, Vantaa and Kauniainen and Helsinki-Uusimaa Regional Council).

Green Net Finland: is a clean-tech business network that brings together the expertise and resources of Finnish clean-tech companies, scientific and educational institutions and public authorities. The majority of GNF's members are Finnish clean-tech SMEs. The core activity is the development of Finnish environment sector expertise through the creation of environmental business networking partnerships.

How will this group be involved in the project and in the interregional learning process?

Helsinki-Uusimaa Regional Council (HURC) is responsible for regional land use planning and can contribute to a low-carbon design, infill development and other land use measures in regional planning. HURC will contribute to the project, offering expertise and contacts with the metropolitan region pilot station area and in their land use planning. HSL is a regional operator in the transport sector and is able to promote low-carbon mobility measures in station areas also regarding walking, cycling and feeder traffic. HSL procures regional transport services and can contribute to low-carbon experiments and fuel choices. The Helsinki Business Hub and Green Net Finland have extensive contacts with regional companies and will contribute in developing business network for low-carbon economy. Both organizations will help in contacting local SMEs and offering funding for new innovations and business. These stakeholders have multilevel expertise and contacts in e.g. transport, land use and new business and innovations. They will participate in the steering group of the project and other activities. A new innovation ecosystem for low-carbon economy will be built by bringing together the key regional actors and also offering open regional data for low-carbon business opportunities and innovations. The new measures and ideas can be tested using pilot projects, demos and other temporary experiments in station areas with local actors and SMEs.

CONTEXT ANALYSIS HELSINKI

WS 1: Participatory transport planning

STRENGTHS	Strong planning process, HLJ has long and strong planning traditions in the region, sufficient resources, strong traditions in co-operation between main operators, long experiences in participatory planning process in land use planning.
WEAKNESSES	Many operators on field, not enough interaction between public and private sectors and users in planning process, cross sectoral co-operation needs to be developed, planning and decision making very centred on infrastructure, lacking sustainability over sectoral co-operation needs to be developed.
NEEDS	New methods and measures for interaction and communication between planners, users and private sector, and citizen/user point of view, involving the decision makers.
GOOD PRACTICES	Combining land use, housing, transport, services and trades in planning, strong structural cyclic process with clear responsibilities, HLJ's impact assessments,

WS 2: Creating a mobility plan

STRENGTHS	<p>Strong structural cyclic process as a basis for planning, land use, housing, transport, services and trades point of view included in planning process; genuinely a regional process; transport policy has changed towards more sustainable transport modes; safety as a starting point in planning; health aspects, well-being and urban lifestyles increase the share of walking and cycling; travel chains and their functionality guides the planning process.</p>
WEAKNESSES	<p>Planning and decision making very centred on infrastructure; targets do not always guide the implementation; the introduction of economic instruments debatable; lack of new financial and steering measures; fragmentation of regional urban structure increases costs and traffic congestion and also decreases the sustainability of transportation in region; over sectoral co-operation needs to be developed as well as co-operation between public and private sectors; the disadvantages of traffic (emissions, noise, safety) are not decreasing as planned/expected; over sectoral co-operation and co-operation between operators needs to be developed; new funding and financial methods are required to implement the investments to prevent delays; more political commitments needed; attitude change towards sustainability is very slow.</p>
NEEDS	<p>Regional decision making process needs to be developed; new SMART technologies needs to be introduced; users point of view needs to be strengthened in planning process; new financial methods in developing and implementing; attitude change towards sustainability.</p>
GOOD PRACTICES	<p>Combining more and more land use, housing, transport, services and trades in planning; strong structural cyclic process as a base (our transport system plan is prepared in 4-years cycle and has a strong status in the region); impact assessment has been developed since 1990' and includes environmental and social impacts quite genuinely in planning process; a lot of research information available.</p>

WS 3: Low-carbon logistics planning

STRENGTHS	Regional plan process on logistics going on; on-going research as a base for planning.
WEAKNESSES	Several operators on the field not centralized operation nor holistic view, lack of coordination in logistics between different operators, operation mostly on wheels not on rail, also international operators with different requirements on emissions.
NEEDS	New ways to organize SMART logistics, sustainable views on logistics.
GOOD PRACTICES	A smart, GIS-based planning for routes of refuse collection vehicles. And a small pilot of ride-sharing of goods (http://www.goodnewsfinland.com/feature/piggy-baggy-to-revolutionize-sharing-economy/).

WS 4: Development of and around transport nodes

STRENGTHS	National land use guidelines, regional plan guides and Helsinki region transport system plan HLJ to develop station areas; Cities are focused to infill urban structure nearby station areas; Awareness of possibilities of station areas as a targets of urban development is getting stronger; Enough GIS data available for planning
WEAKNESSES	Economical possibilities to develop station areas; parking space regulations on planning process are not taking into account the transport nodes as a specific areas, amount of inhabitant and jobs not high enough in all station areas (urban mixture); barrier effects; coldness, safety, pleasantness on station areas, bad reputation on station areas; long and slow development processes; lack of identity and community; several responsible parties; unclear situation in dividing costs of commuter parking, how to support sustainable means of transport in commuter parking Insufficient information concerning travel chains.
NEEDS	New, strict parking space regulations on planning; recommendations for placement of business and office premises on station areas; research for the most optional urban mixture, more good examples on developing processes, new public-private operational models, new financial/business models, more political will; important to get enough new inhabitants and jobs to station areas; implementing the plans.
GOOD PRACTICES	New multi-stakeholder development projects on station areas; network analysis on walking and cycling.

WS 5: Shaping low-carbon areas

STRENGTHS	Awareness on climate change is getting into action; momentum to develop low-carbon areas.
WEAKNESSES	Lack of examples and show cases, tradition in planning is not supporting low-carbon measures and targets; sectoral planning, strong focus on transport; lots of operators, not included in planning process.
NEEDS	Participatory processes that genuinely takes into consideration low-carbon views; scalable pilots and resources to implement them; attitude change, new way of thinking.
GOOD PRACTICES	New ideas and plans emerging, (Kera challenge/Kera Master Plan).

WS 6: Sharing economy

STRENGTHS	Mobility as a Service (MaaS) thinking; new concepts and experiments are developed; idea of sharing economy is accepted by many, especially young people; attitudes are changing towards sharing economy.
WEAKNESSES	Not many examples and pilots; needs changes in legislation, slow process; lack of infrastructure and financial support for sharing economy.
NEEDS	More scalable pilot projects; resources; attitude change.
GOOD PRACTICES	Small scale pilots on car-sharing.

WS 7: Managing transportation

STRENGTHS	Strong and experienced transport providers; persistence of route network; journey planner; financial coordination through planning process; employer-subsidized commuter; punctuality in timetables; safety; modern vehicles; strong planning organization.
WEAKNESSES	Many transport providers; lack of transversal routes; communication and information in means of transportation; transfers in nodes not smooth; service level in node points and station areas needs to be developed; pricing.
NEEDS	Better communication and information system for users; development of MaaS.
GOOD PRACTICES	Journey planner, electric card system, mobile tickets, MaaS-piloting, Kutsuplus-pilot (a new kind of bus service: tailored trips without transfers).

BUDAPEST

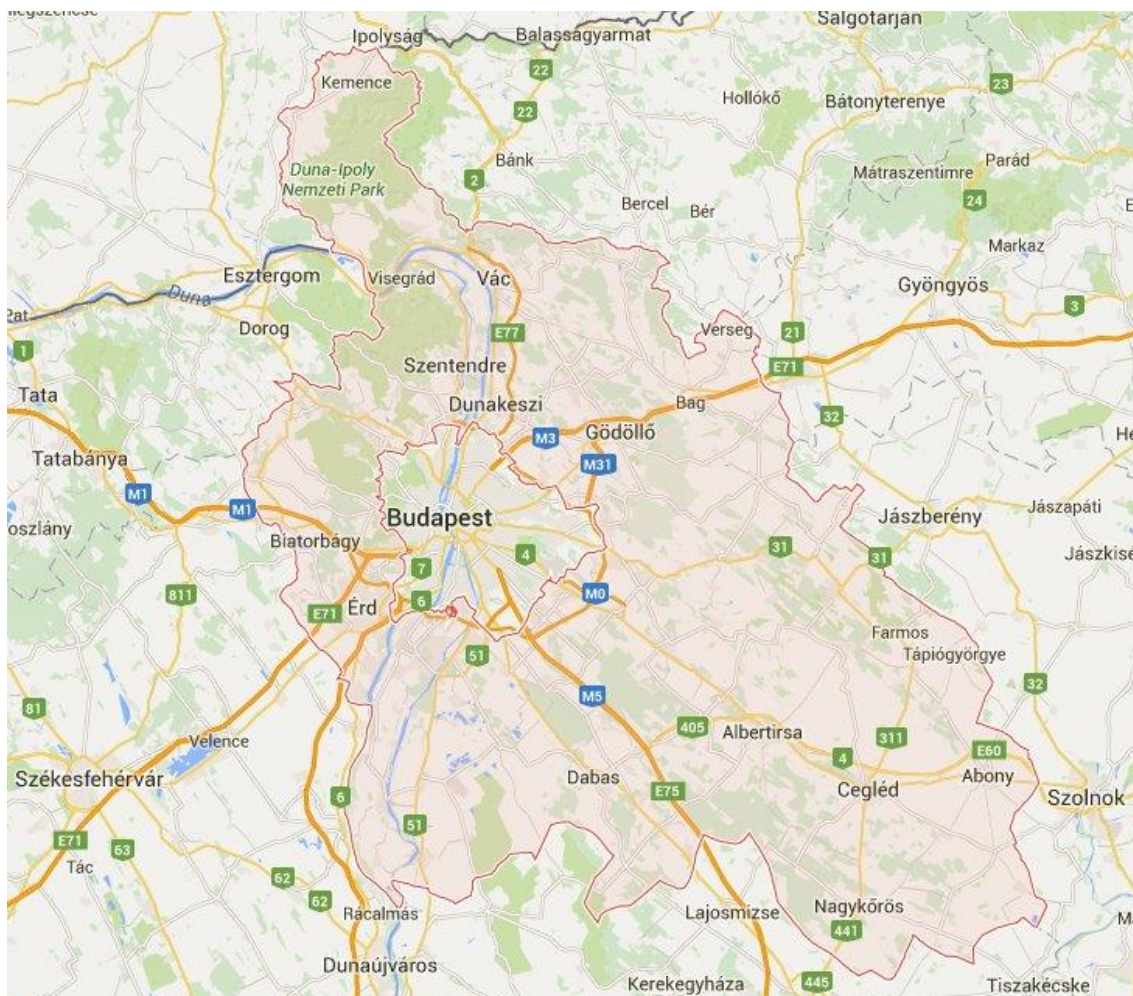
BASIC INFORMATION

Metropolitan region: Central Hungary

Size: 6919 km²

Number of inhabitants: 2 925 500

Web-site: <http://www.kozpontiregio.hu/en/central-region/introduction-central-regio>



ORGANIZATION

Description of the administrative setting, territorial level, etc.

Central Hungary (Hungarian: Közép-Magyarország) is one of the seven statistical regions in Hungary (NUTS 1 and NUTS 2). It includes Budapest (the capital of the country and the region) and Pest County. It is planned, that from 2018 Central Hungary will be split into two, and Budapest will be separated from Pest County.

No. of municipalities, etc.

Central Hungary: 188 settlements: Budapest + 48 towns

Main jurisdictions

Two-tier municipal system in Budapest (since 1990):

- Municipality of Budapest (Mayor of Budapest)
- 23 municipalities (23 mayors) of 23 districts
- No hierarchy, but sharing of tasks
- Public transport is responsibility of Municipality of Budapest
- 1.750.000 inhabitants
- Metropolitan region
- 188 towns/villages
- 1.200,000 inhabitants



Regions in Hungary

ORGANIZATION OF TRANSPORT AND TRANSPORT PLANNING

Organizational setting

- Region: In Hungary the Ministry for National Development is responsible for regional and long distance transportation.
- City: municipalities are responsible for local public transportation. In Budapest the municipality of Budapest established BKK Centre for Budapest Transport to manage all city transportation issues.

Transport providers

- Regional transport providers: MÁV-Start as state owned passenger rail operator, Volánbusz as state owned regional bus operator.
- City transport providers: BKV as the city owned transport company and private bus operators.

Main jurisdictions

- Region: The Ministry for National Development is responsible for transport issues in Hungary. It finances and orders long-distance, regional, suburban public transport for bus and train services. The ministry also pays the compensation after social fares in local public transport as well. It formulates the Hungarian Transport Strategy and decides about the re-organisation of the almost fully state-owned public transport operator companies. It defines the fare levels for domestic journeys.
- City: In 2010 the Municipality of Budapest decided on introducing a new city management model, a part of which is BKK Centre for Budapest Transport. Until that year several different organisations have been responsible for transport-related tasks at the municipal level resulting in a lack of coordination, thus Budapest has not managed to make environmentally-friendly transport modes competitive, to reduce transport-induced pollution and to make the city more liveable. The planning, organisation and provision of public transport services, the operation and maintenance of roads and bridges, the preparation and implementation of road reconstruction, parking management and the collection of freight-transport access fees, the operation of taxi stands were the responsibilities of different companies. All the while, numerous tasks were missing an owner and an integrated management approach which could have ensured transport development for Budapest based on a coordinated and well-prepared strategy. The different transport sectors were not coordinated as a result of the missing complex approach. After founding BKK, the integration of the above mentioned organisations into BKK occurred.

- The ministry decides about discounts and provides subsidies
- The Municipality of Budapest decides about city transportation fares, partly about discounts
- BKK orders services and decides about the timetable
- BKK is also responsible for strategy, innovation and development

POLICY DOCUMENT ADDRESSED

Please name the policy instrument addressed.

Integrated Transport Development Operational Programme 2014-2020

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

The Integrated Transport Development Operational Programme 2014-2020 (IKOP) consists of Hungarian transport development projects funded by the European Union. IKOP's 3th priority addresses sustainable urban transport development, with a strong focus on the development of track bound transport modes, intermodal services, passenger information, e-ticketing, promotion of cycling and on demand services. PP7 can contribute to the success of this policy instrument through the implementation of Budapest Transport Development Strategy (BMT) Balázs Mórplan, which is Budapest's first SUMP-based strategic transport development plan. However, the lack of information about citizens' needs, preferences, environmental and economic issues related to infrastructure projects is a core issue in Budapest. Therefore BKK will define innovative communication tools to collect large amount of data in order to provide valuable feedback for the improvement of this financial instrument.

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

Yes

Is the body responsible for this policy instrument included in the partnership?

No

Please name the responsible body and provide a support letter from this body

Ministry of National Development, Deputy State Secretariat of Transport Operational Programmes, Managing Authority for Transport Programmes

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

- In relation to the infrastructure projects going to be funded by IKOP's 3th priority and related to BMT measures, PP7 will carry out wide range public and institutional consultation during the project preparation phase and define innovative and efficient public and institutional communication tools. PP7 will carry out the following tasks in the first three years of Smart-MR:
- Selection of one or more BMT related infrastructure development projects to be implemented between 2019 and 2020 by IKOP

- Funding.
- Definition and creation of tools and methodology for public and institutional consultation processes, as well as topics of the public and institutional
- Consultation.
- Completion of public and institutional consultation process regarding the selected infrastructure projects and evaluation of results. The expected result of PP7's action in SMART-MR is to define and create efficient tools and methodology for public and institutional consultation, which will be suitable for other infrastructure development projects as well. The increased amount and quality of data collected directly from citizens and institutional stakeholders will contribute to improved results of the chosen infrastructure projects. Based on the experience of the consultation process and the implementation of the infrastructure project, PP7 will prepare an action plan for IKOP.

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

Length of new or renewed tramway line (m)

Territorial context

What is the geographical coverage of this policy instrument?

National

What is the state of play of the issue addressed by this policy instrument in the territory?

What needs to be improved in the territorial situation?

Central Hungary is the largest Hungarian region with 2.9 million inhabitants, whereas Budapest—its most important social, industrial, economic and cultural centre— has 1.75 million inhabitants. In the city the modal split is 35% for private car usage resulting in severe economic, health and environmental problems, thus it should be decreased by 15% until 2030 by the development of public transport and active travel modes. IKOP, as the Hungarian Integrated Transport Development Operational Programme 2014-2020 provides funds for the whole country. The resources allocated to Central Hungary will facilitate the further development of Budapest but even the other regions in the country. The 3rd priority of IKOP focuses on sustainable urban transport development, with a strong focus on the development of track bound transport modes, intermodal services, passenger information, e-ticketing, promotion of cycling and on demand services. These fields of development are all involved in BMT measures and fit well to the goals and objectives of IKOP. Although Budapest has great institutional capacities for project planning and implementation, the lack of qualitative and quantitative information about citizen needs, preferences of economic stakeholders, local and regional investors, furthermore about environmental and economic

issues related to current infrastructure projects is a core issue in Budapest. Through new innovative consultation methodology & tools BKK will be able to collect large amount of data directly from infrastructure users, economic stakeholders, local and regional investors, which will provide essential information for the enhanced implementation of transport development projects and services. As the main output of its activities, BKK will significantly contribute to the expansion of transport possibilities and increase of mobility and will support the economic growth indirectly by improving the regional, urban and suburban transport in line with IKOP objectives.

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

No

Partner relevance for policy instrument

Partner PP7 BKK Centre of Budapest Transport

What are the partner's competences and experiences in the issue addressed by this policy?

PP7 is the integrated mobility management authority of Budapest responsible for:

- Transport strategy and development
- Organizing public transport (Budapest & metropolitan area)
- Determining routes, scheduling, traffic layouts
- Passenger information service
- Road Transport and traffic supervision
- Road network operation and reconstruction management
- Traffic management
- Control and qualification of TAXI hire services
- Parking management
- Freight transport access management

What is the capacity of the partner to influence policy instrument?

IKOP is managed by the Ministry of National Development on national level and the Balázs Mór plan is the IKOP projects' fundamental strategic document. Thus PP7 has an indirect influence on the policy instrument. The BMT Balázs Mórplan is in line with the National Transport Strategy, and with the transport development projects on national level. Furthermore PP7

constantly cooperates with all interested local, regional and national stakeholders in relation to infrastructure development projects.

How will the partner contribute to the content of the cooperation and benefit from it?

PP7 will actively contribute to the 7 workshops organised within the project and bring its experience and good practices to the table. We will benefit from this cooperation the possibility of gaining improved experience in public and institutional consultation, which will lead to better results of infrastructure projects funded by IKOP. SMARTMR results will have a longer term influence on the preparation and evaluation process of infrastructure projects.

Stakeholder group relevant for policy instrument

Please provide the indicative list of stakeholders to be involved in the project

Ministry of National Development (NFM)
National Infrastructure Development Ltd. (NIF)
Municipality of Budapest
23 Districts of Budapest
Municipalities of the Budapest agglomeration
Public transport operators in Budapest
Regional and national public transport operators
BKK Közút

Role of these stakeholders in relation to policy instrument? (e.g. in the decision making process)

Ministry of National Development (NFM): is the managing authority of Integrated Transport Development Operational Programme 2014-2020 (IKOP). National Infrastructure Development Ltd. (NIF): is the owner of BKK Centre for Budapest Transport. BKK is empowered by the Municipality through public service contracting structure.

Municipality of Budapest: is the owner of BKK Centre for Budapest Transport. BKK is empowered by the Municipality through public service contracting structure.

23 Districts of Budapest: Budapest has a two-tier municipal system. Well-defined parking services and road services are direct tasks of the districts.

Municipalities of the Budapest agglomeration: 800 000 inhabitants live in the agglomeration of Budapest in approximately 80 towns. The municipalities of these towns are responsible for local transportation duties.

Public transport operators in Budapest: PP7 has service contracts with several public transport operators. They use the infrastructure of Budapest and establish direct relations with customers of PP7.

Regional and national public transport operators: PP7 cooperates with MÁV and Volán the national rail and coach companies.

BKK Közút: BKK Közút, as the subsidiary of PP7, is the operator of the road network owned by Budapest. This means the main road network and roads with public transport.

How will this group be involved in the project and in the interregional learning process?

This group of stakeholders will be involved in the project, especially through regional stakeholder meetings, and will benefit from the interregional learning process, as they will both contribute with their experience and implement the solutions and good practices identified in the thematic seminars throughout the project. Some of them will have the chance to contribute actively in the debates of the workshops organized by each partner. They will also be involved through the new innovative tools and processes for institutional consultation. Furthermore, they will be engaged during the preparation of SMART-MR specific outputs, such as project newsletters, dissemination events, website and project guidance.

CONTEXT ANALYSIS BUDAPEST

WS 1: Participatory transport planning

STRENGTHS	There is a big public need to participate in consultations and there are already some tools in use (BKK webpage, email, personal consultations)
WEAKNESSES	Decision making is too centralized, newest communication techniques are not yet in use (e.g. social media, online map based consultation)
NEEDS	Creation of general participation and cooperation schemes, which could be used for all project preparation works from strategic level to conceptual and detailed design. New instruments, communication technologies (social media, interactive maps)
GOOD PRACTICES	Participation and institutional cooperation of BMT Balázs Mór-plan: applied methodology and communication channels, evaluation and update of the plan. Public consultation of the new public transport surface network in relation to the delivery of new infrastructure projects (e.g.: M4 metro line, 1,3 tramlines, etc.) Lessons learned from the CH4ALLENGE project.

WS 2: Creating a mobility plan

STRENGTHS	The SUMP based mobility plan of Budapest, BMT Balázs Mór Plan is under development in two phases (phase 1: general goal system and interventions are done; phase 2: programming and project ranking ongoing).
WEAKNESSES	Capacity building is still not yet complete on institutional level (further dissemination and knowledge transfer regarding the SUMP methodology is needed for both internal and external transport experts and decision makers. BKK is only responsible for the city of Budapest, thus participation of regional stakeholders is voluntary.
NEEDS	How to improve the regional content and how to do the future review of the plan (discussions, platforms, online consultation).
GOOD PRACTICES	During the preparation of BMT Balázs Mór Plan, BKK highlighted regional aspects and also created a platform for regional cooperation and discussion, NGOs and other stakeholders have been involved into the planning process. Ex ante evaluation has been performed by an external contractor.

WS 3: Low-carbon logistics planning

STRENGTHS	Freight transport access zones and fees depending on weight and emission categories are in use in Budapest since 2008. ANPR control is operating successfully.
WEAKNESSES	Several parts of the freight scheme still need to be improved: alternative transport modes (cargo-bikes, cargo e-vehicles, etc.), consolidation centres, loading bays, ANPR control system, weight control system
NEEDS	Existing regulatory framework needs to be broadened to include low-carbon and regional aspects for better realisation of the strategy. Also regional aspects should be strengthened.
GOOD PRACTICES	Strategy on city logistics has been prepared in 2014. Freight strategy update, freight regulation

WS 4: Development of and around transport nodes

STRENGTHS	European level general planning and operational methodology was prepared for transport interchanges in the framework of the NODES project (FP7 GA 314618), some features have been realized in Budapest at Kelenföld interchange.
WEAKNESSES	Fragmented ownership separated operational tasks, different interests of the various stakeholders lead to lengthy consultation processes, planning timeframe and results in compromises. Anomalies during the construction phase (expropriation, archaeology, felling of trees, public utilities, etc.)
NEEDS	Improving institutional cooperation needed between stakeholders resulting in better data exchange, customer services and marketing&communication. Improved content and shorter timeframe of project development is also needed.
GOOD PRACTICES	Customer oriented redesign of several transport interchanges and their surroundings has been completed in the recent years (examples: Kelenföld, Keleti pályaudvar, Széll Kálmán tér, Móricz Zsigmond körtér, Hűvösvölgy, Zugló, Kőbánya alsó, Kőbánya-Kispest, Újpest Városkapu). Tools from the NODES project

WS 5: Shaping low-carbon areas

STRENGTHS	Several protected areas exist in the city, like the Margaret island, City Park, Castle District. The private car access to these zones is limited to cars with permit.
WEAKNESSES	Low carbon technologies need special expertise and infrastructure, but good practices are available in Budapest. The technologies are still expensive for local PT operators. Possible congestion charging is still on the debate on decision maker level.
NEEDS	Learning about regional aspects of low carbon districts including low dense residential areas. We would like to raise knowledge regarding the different aspects of low carbon area management (e.g. dynamic management, environmental, social and economic impacts)
GOOD PRACTICES	Pedestrian and cycling friendly development of city centre and sub centres including outskirts areas of Budapest. (e.g. Heart of Bp (Bp Szíve) project including pedestrianized zones cyclists and renewal of public space, Buda Castle). Existing smog alert regulation has environmental restriction elements (diesel car prohibited in case)

WS 6: Sharing economy

STRENGTHS	Following the international trends, strategy has been prepared for bike sharing and car sharing in the recent years. The first public bike sharing scheme of Budapest is in operation since 2014. BKK also focuses on the supplementary infrastructure, such as the implementation of bike lanes or electric charging points. Political support towards usage of e-cars in the future car-sharing system in Budapest.
WEAKNESSES	Lack of market regulations, actors with contrary interests, lot of conflicts. Issues with taxi service providers and Uber.
NEEDS	BKK would seek knowledge on the implementation e-charging infrastructure (for e-buses, e-cars and e-bikes), the use of incentives and also the regulation background.
GOOD PRACTICES	MOL Bubi bike sharing system successfully operates since September 2014 with over 1 000 000 rents after the first year. The system includes 1100 bikes and 76 docking points in Budapest and was extended with 50 bikes and 22 stations in 2015. Experiences are to be transferred about the operation and rising awareness of people about cycling. Since the operation, no accident with personal injury was registered by MOL Bubi users. Strategic document for car-sharing was also prepared in 2014, decision was made to support electric vehicles.

WS 7: Managing transportation

STRENGTHS	Based on a clear concept, BKK as an integrated mobility manager was founded to manage all urban transportation modes with regards to services in agglomeration, therefore BKK was included in the development of the National Transport Strategy and the IKOP as well.
WEAKNESSES	Ongoing institutional changes might challenge the effective integrated urban transport management.
NEEDS	Improve local and regional cooperation in the metropolitan area and in the city among all transport modes, including national and local services.
GOOD PRACTICES	As an integrated mobility manager, BKK successfully coordinated the mobility services within the city, also managed projects and developments such as complex development of roads and bridges, improving cycling infrastructure, management of EU funded projects. BKK was also successful in long-term strategic planning.

ROME

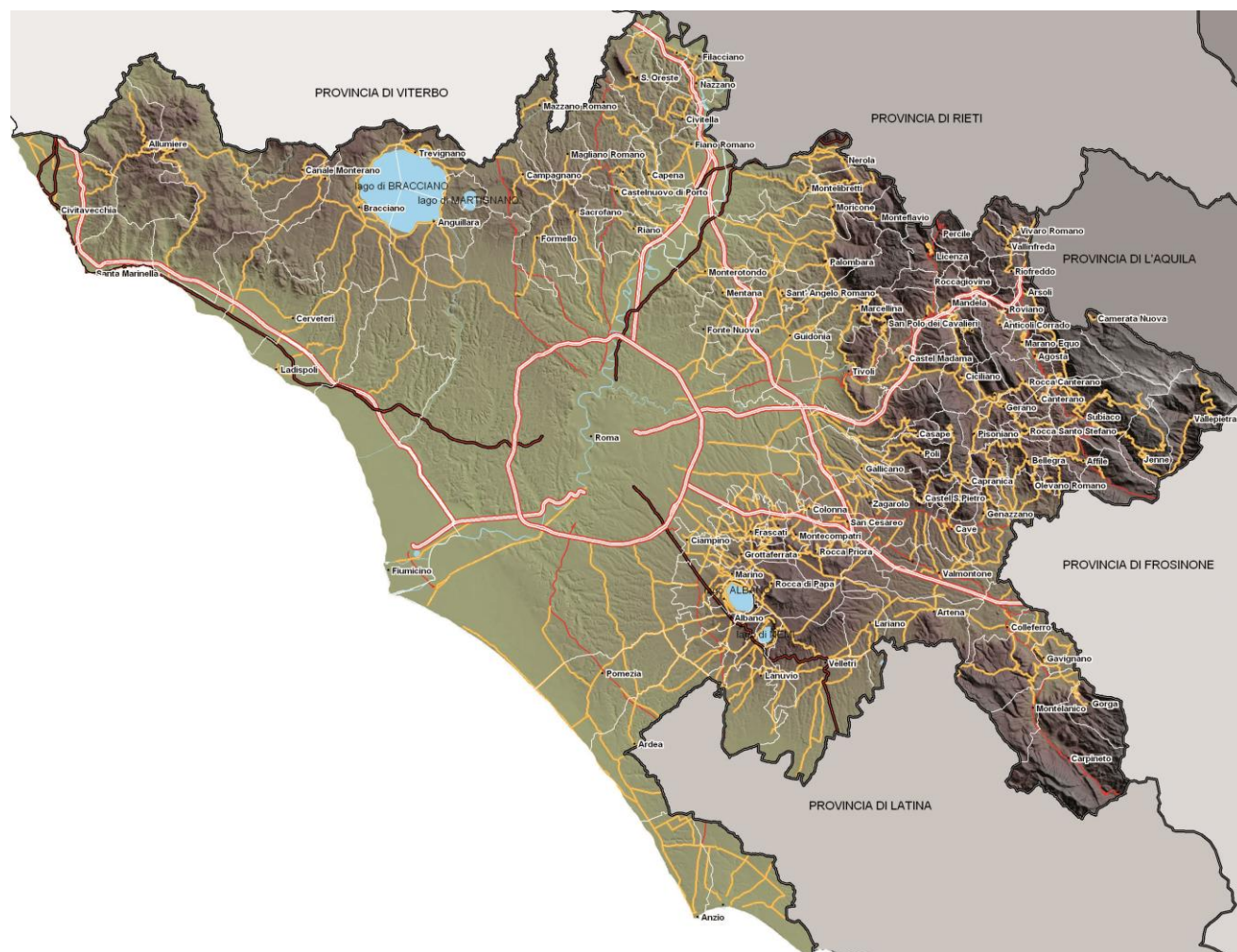
BASIC INFORMATION

Metropolitan region: Città Metropolitana di Roma Capitale

Size: 5.363,28 km²

Number of inhabitants: 4.342.046 (ISTAT December 2014)

Web-site: <http://www.cittametropolitanaroma.gov.it/>



ORGANIZATION

Description of the administrative setting, territorial level, etc.

Italy is subdivided into 20 regions (*regioni*). The country is further divided into 9 metropolitan cities (*città metropolitane*) and 101 provinces (*province*), which in turn are subdivided in 8,047 municipalities (*comuni*). The Metropolitan City of Rome Capital is a local government authority, established by national Law n.56/2014, that replaced the former Province of Rome in January 2015. The Metropolitan City represents 121 municipalities (Rome included).

Main jurisdictions

Regione Lazio, Città Metropolitana di Roma Capitale, Roma Capitale and comuni.

The Regioni have the role to approve laws in specific matters, while the State covers other fields. The regional competences are specifically: transport, territorial planning, the environment. They also provide regional public transport services.

The Città Metropolitane has specific competence in the governance of their territory: territorial planning, mobility and the environment.

The Comuni has to govern their territory, at local level, in the framework of the regional/national laws, and provide local public transport services.

ORGANIZATION OF TRANSPORT AND TRANSPORT PLANNING

Organizational setting

The Lazio Region is the public body that is responsible for the elaboration of the Regional Mobility Plan and for the management/implementation of the policy instrument; it has elaborated the PRMTL, Regional Plan of Mobility, Transports and Logistics.

The Province of Rome (now Metropolitan City of Capital Rome) is responsible for the elaboration of Sectors' Plans: has elaborated Basin Plans for Passengers' and Goods' Mobility and realized or contributed to realize mobility infrastructures.

The Mobility Agency of the Municipality of Rome is the public transport company having the purpose of planning, supervising, coordinating and controlling private and public mobility on behalf of the Municipality of Rome.

Transport providers

COTRAL SPA: regional public coach operator. The Company is the first carrier of suburban public transport at the regional and national level. It connects all the municipalities of Lazio Region.

TPL: each *Comune* (Municipality) organizes the road transport on its territory with Local Public Transport. In the territory of *Roma Capitale* the TPL is assigned to ATAC.

TRENITALIA: The Lazio regional railways consist of 8 commute rail lines operated by Trenitalia.

Main jurisdictions

Regione Lazio, Città Metropolitana di Roma Capitale, Roma Capitale and comuni.

The Città Metropolitana di Roma Capitale has competence in mobility planning and in the realization of infrastructural interventions (parking places, intermodal nodes, etc.)

POLICY DOCUMENT ADDRESSED

Please name the policy instrument addressed.

2014-2020 Lazio Region ERDF Operational Programme – Thematic Objective 4 – Sustainable Energy and Mobility – Investment Priority e) – Specific Objective
“Increase of sustainable mobility in urban areas”: Action 4.6.1 “Implementation of infrastructures and intermodal nodes aimed at increasing...”

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

In 2014, within the metropolitan territory, an increase of motorization index, mortality rate for road accidents and CO2 emissions, were registered. The policy instrument aims at reducing traffic congestion on roads towards the capital, by allowing car/bus parking nearby commuter stations. Due to the insufficient network of P+R and underpasses, the project will focus on development of intermodal nodes between the hinterland and the Capital and of an integrated cycling network.

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

Yes

Is the body responsible for this policy instrument included in the partnership?

No

Please name the responsible body and provide a support letter from this body

LAZIO REGION

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

One of the priorities is to improve governance, by fostering dialogue among all the local/regional authorities involved in sustainable mobility planning and management. In this regard, the collaboration is fundamental with the Lazio Region, responsible for the redaction of the “Regional Transport Plan” and for the management of the “20142020 ERDF Operational Programme”, aiming at implementing infrastructures and intermodal nodes in order to increase collective and ecologically-sustainable mobility. Through the collaboration with Lazio Region as well as through the exchange of good practices, the Metropolitan City intends to improve the planning of intermodal nodes, implement new projects for the developments of new intermodal nodes, and improve existing ones.

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

Number of passengers carried by public transport in main administrative seats (Rome) per inhabitant (current value: 424,3)

Territorial context

What is the geographical coverage of this policy instrument?

Regional

**What is the state of play of the issue addressed by this policy instrument in the territory?
What needs to be improved in the territorial situation?**

The Province of Rome (now Metropolitan City of Capital Rome) redacted and adopted several Basin Plans for mobility and realized or contributed to realize mobility infrastructures (parking lots, corridors of mobility, removal of level crossings). Currently, the territory shows an insufficient network of park and rides and the need for more underpasses. Also, the “Cycling Plan” has highlighted the need of encouraging the supply networks to the railway stations and the construction of bicycle parking at LPT nodes.

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

Yes

If yes, how?

The Lazio Region smart specialization strategy takes into consideration (section Smart, Green and Integrated Transport) the development of mobility systems for smart cities, including infrastructural networks, urban mobility and intelligent transport systems, smart solution for communities and mobility.

Partner relevance for policy instrument

Partner PP8 Metropolitan City of Capital Rome

What are the partner’s competences and experiences in the issue addressed by this policy?

In 2015 the Metropolitan City of Capital Rome took over the responsibilities of the former Province of Rome, which had planned and adopted the previous Basin Plans of mobility. They concern sustainable mobility and access to a broad area, taking into account the objectives of economic and territorial planning of the Lazio Region and consulting the municipalities involved. The Province of Rome also awarded funds to Municipalities for realizing mobility infrastructures.

What is the capacity of the partner to influence policy instrument?

The new Mobility Plan will be based on the previous experiences and objectives of the Regional Mobility Plan; both Plans will contain coherent indications for the planning/implementation of new intermodal nodes (action 4.6.1 of the 20142020 ERDF OP). PP8 can promote integration between various transport modes and eliminate overlaps and duplications, taking into consideration the recommendations of the Regional Mobility Plan and by rationalizing and integrating the Plans at the municipal level.

How will the partner contribute to the content of the cooperation and benefit from it?

Cooperation will make possible an exchange of experience at all levels, by improving capacity and skills of local and regional actors. The Metropolitan City of Capital Rome is quite complex due to its high number of inhabitants, their territorial distribution, and its ability to attract large tourist flows, and it can therefore share its experience in planning and controlling public transport systems in wide areas.

Stakeholder group relevant for policy instrument

Please provide the indicative list of stakeholders to be involved in the project

Lazio Region

Mobility Agency of the Municipality of Rome

COTRAL

Role of these stakeholders in relation to policy instrument? (e.g. in the decision making process)

Lazio Region: public body that is responsible for the elaboration of the “Regional Mobility Plan” and for the management/implementation of the policy instrument addressed by the project (ERDF 20142020 – “Implementation of infrastructures and intermodal nodes aimed at increasing collective mobility and eco-sustainable freight distribution and related transport systems”).

Mobility Agency of the Municipality of Rome: public transport company having the purpose of planning, supervising, coordinating and controlling private and public mobility on behalf of the Municipality of Rome. It will contribute to mobility planning and management in the project’s target areas.

COTRAL: regional public coach operator. The Company is the first carrier of suburban public transport at the regional and national level. It connects all the municipalities of the Lazio Region. The Company will collaborate by improving existing mobility services.

How will this group be involved in the project and in the interregional learning process?

The stakeholder group will be involved in the project through thematic groups, meetings and exchange of digital information. First of all, the PP8 will foster collaboration and exchange with the Lazio Region in order to improve the integration between the Regional Mobility Plan and the

Metropolitan Mobility Plan. Moreover, the PP8 will collaborate with the Lazio Region to draw up a plan that implements the integrated system of mobility (especially intermodal nodes) within action 4.6.1 of the Lazio Region Operational Programme. Cotral, nowadays the major Italian coach operator, will be involved to rearrange and implement the public transport service in the area to get an efficient intermodal transport system. This will help defining the most impacting solutions to be included in the mobility plan. Also existing passenger and freight mobility infrastructures (such as roads, railways, ports and airports) will be considered during this collaborative work. All stakeholders will be engaged in the thematic workshop that will be held in Rome, and will contribute to the following activities:

- Preparing an inventory providing in-depth information about the topic that is going to be discussed;
- Presenting good practices, arranging site visits and group discussions;
- Preparing a report containing analytical studies, workshop results and selected good practices.

Stakeholders will also be engaged in contributing to the low-carbon economy internet platform.

CONTEXT ANALYSIS ROMA

WS 1: Participatory transport planning

STRENGTHS	The participatory process for the approval of urban and mobility plan is foreseen by law. The draft of the documents has to be published for citizen information. The authority has to respond to the observations proposed by citizens and other stakeholders.
WEAKNESSES	Not always the observations from the citizens may be relevant or applicable for the planning design, being more complaints about public services that process contribution.
NEEDS	Realize a concerted transport and mobility system with the other institutional entities, with citizens and with the contribution of all social and economic parties, according to an inter-institutional cooperation logic.
GOOD PRACTICES	<p>The Lazio Region promoted in 2015 a process to define a new Regional Plan of Mobility, Transports and Logistics, PRMT. Citizens can provide the Region with comments, proposals, by a connection to the web site where it is possible to download the content of the new Plan,</p> <p>The Cycling Plan approved by the Province of Rome, now Metropolitan City of Capital Rome, has been studied together with cyclist associations, who had the opportunities to share the activities foreseen in the Plan.</p>

WS 2: Creating a mobility plan

STRENGTHS	<p>The Metropolitan City of Capital Rome has elaborated several plans: the General Provincial Territory Plan (PTPG); the Passengers' Territory Plan; the Goods' Territory Plan; the Cycling plan.</p> <p>The Lazio Region is elaborating the PRMTL, Regional Plan of Mobility, Transports and Logistics.</p> <p>The Statute of Metropolitan City of Capital Rome requires a Metropolitan Territory Plan (PTM).</p>
WEAKNESSES	<p>The continuous growth of the passengers' public transport, with an inadequate traditional information system and a lack of an integrated info-mobility system.</p> <p>The needed resources to realize an adequate Local Public Transport (TPL) to the metropolitan area are rare and therefore inadequate to grant high quantity and quality standards.</p> <p>The private transport includes the highest moving car and motorcycles fleet in Italy (800 every 1000 inhabitants – data source ACI 2010); with a consequence of a congestion index of the Roma area at the fifth place in Europe.</p>
NEEDS	<p>Commuting reduction: daily commuters of resident population in the area (territory) of Metropolitan City of Rome Capital are 1.8 M; with a total of 2.5 M of the Lazio Region, corresponding to 48.2 % of the total, ranking it above the national (domestic) average (47%).</p> <p>An integrated system between the city of Rome and its metropolitan area, exploiting the strategic values of each area in order to reduce the commuting needs.</p> <p>Emissions reduction (pollution, i.e. CO₂ SO_X PM₁₀ PM_{2,5} NO_X, and acoustic emissions).</p>
GOOD PRACTICES	<p>Integration between the area of transport and land use planning: for the first time, at the end of 2010, the Province of Rome unified the Departments of Transport and Mobility with Urban Planning. Cooperation between the various departments, including the department responsible for the environment, has the goal of producing coordinated actions designed for "sustainable development", thus avoiding useless duplication and overlapping.</p>

WS 3: Low-carbon logistics planning

STRENGTHS	Several rules theoretically support low-carbon logistics planning.
WEAKNESSES	At present, there aren't local low-carbon logistic plans.
NEEDS	A public transport increase, giving priority to the railway transport.
GOOD PRACTICES	Freight transportation Plan approved with Provincial Decree n.1670/46 the 12th December 2007. Provincial Freight Observatory, approved with Provincial Decree n.618/28 the 23 July 2009. It is a tool to support companies, by gathering proposals and ideas useful to identify actions to improve mobility.

WS 4: Development of and around transport nodes

STRENGTHS	In its PTPG (province-wide land use plan), the Province of Rome has planned a system including eleven corridors distributed throughout the province intended to channel public road transport to the rail network. Intermodal/interchange nodes have to be created for each corridor.
WEAKNESSES	Economic resources are often insufficient to realize all the needed infrastructures, even when planned.
NEEDS	An intermodal integration of public services, between the regional railway network, the suburban services and metropolitan services.
GOOD PRACTICES	The Program for Public Works of the Metropolitan City of Capital Rome usually includes interventions for the realization of parking around train stations, in order to support and promote the use of rail public transport. Also reduced parking fares are foreseen to entice the use of the public transport.

WS 5: Shaping low-carbon areas

STRENGTHS	National laws incentivize low-carbon activities reducing taxes for ecologic behaviours.
WEAKNESSES	Every time an urban area is closed to private traffic, shop owners and merchants complain about.
NEEDS	To experience the complete closure to traffic of urban areas especially in the centre (e.g. the roads that pass inside the archaeological area, like the Roman Forum)
GOOD PRACTICES	For over 10 years we have, in the centre of Rome, a ZTL (Limited Traffic Zone) but access to this area with cars it is possible for anyone who purchases a specific passage (annual cost is about 750 euros).

WS 6: Sharing economy

STRENGTHS	At present the interest in this sector of sharing services appear to be ever-growing.
WEAKNESSES	We have in Rome a very small public system of car sharing and no bike sharing public service.
NEEDS	A spread car sharing system whit only electric cars, bike sharing system also with powered cycles.
GOOD PRACTICES	<p>We have in Rome two systems of car sharing: fixed and free-flow schemes.</p> <ul style="list-style-type: none"> - Car sharing fixed scheme: managed by Mobility Agency, working in 4 central districts (annual fee, fixed places, return to same place, low hourly costs). - Car sharing free-flow scheme: working in 35 sq. km of the city, free places, leave where you want, higher costs (per minute) <p>Managed by three private operators: Car2go (from March 2014), Enjoy (from June 2014) and Sharengo (from February 2016).</p>

WS 7: Managing transportation

STRENGTHS	Awareness that in order to improve the mobility services is a need to integrate the transport networks and tariffs.
WEAKNESSES	Overlapping of mobility competencies between different bodies (region, metropolitan cities and municipalities) and several transport companies by road and rail not well integrated
NEEDS	Integration and/or coordination of strategic choices
GOOD PRACTICES	Integrated ticket for buses and trains in urban transit. Several new small rail stations in the city for regional train.

PORTO

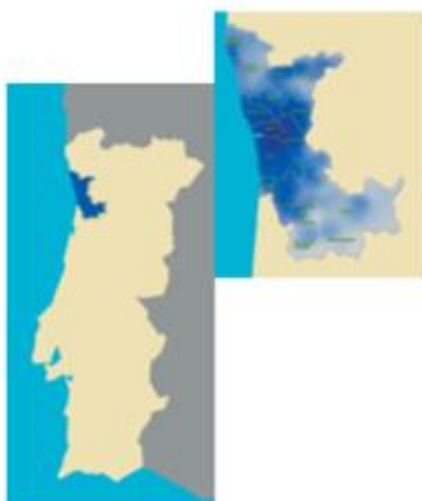
BASIC INFORMATION

Metropolitan region: Porto

Size: 2040 km²

Number of inhabitants: 1.759.524 (2011)

Web-site: www.amp.pt



ORGANIZATION

Description of the administrative setting, territorial level, etc.

Porto Metropolitan Area (Portuguese: Área Metropolitana do Porto) is a metropolitan area in coastal northern Portugal which covers 17 municipalities: Arouca, Espinho, Gondomar, Maia, Matosinhos, Oliveira de Azeméis, Paredes, Porto, Póvoa de Varzim, Santa Maria da Feira, Santo Tirso, São João da Madeira, Trofa, Vale de Cambra, Valongo, Vila do Conde and Vila Nova de Gaia, making up the second biggest urban area in the country. Porto Metropolitan Area was created in 1991. It is a union of metropolitan municipalities, comprising both former Grande Porto Sub region (9 municipalities) and Entre Douro e Vouga Sub region (5 municipalities) which were two NUTS III subdivisions as well as parts of Ave Sub region (2 municipalities) and Tâmega Sub region (1 municipality). The population in 2011 was 1,762,524 in an area of 2,040.31 km². Currently the most populous municipality is Vila Nova de Gaia, which is located on the South side of the Douro River, on the opposite side of Porto

The metropolitan area is governed by Conselho Metropolitano do Porto (CEM), headquartered in Avenida dos Aliados, in downtown Porto under the presidency of Hermínio Loureiro, also the mayor of Oliveira de Azeméis municipality, since the Municipal Elections held in 2013, when he succeeded Rui Rio, mayor of Porto.

Main jurisdictions

- Participate in the preparation of plans and public investment programs;
- To plan the activities of metropolitan public entities and articulate the supra-municipal investments;
- To participate in the management of regional development programs, particularly in the context of European Funds;
- To participate in metropolitan public entities in field of transport, water, energy and solid waste treatment;
- To ensure the coordination between municipalities and the central government in the field of water supply, sewerage, wastewater treatment and municipal waste; health equipment network; educational network and vocational training; spatial planning, conservation of nature and natural resources; security and civil protection; mobility and transport; equipment procurement networks; network of cultural facilities, sports and leisure.

Metropolitan areas should exercise the powers transferred by the central government and the powers delegated by the municipalities that comprise it.

Metropolitan areas should designate municipal representatives in public or business entities that have metropolitan nature.

ORGANIZATION OF TRANSPORT AND TRANSPORT PLANNING

Organizational setting

The metropolitan area of Porto is since September 2015 (Law 52/2015) the “transport authority” for Public passenger transport service in the metropolitan area of Porto.

Transport providers

Metro do Porto owned by the central state and manage by the government and the Metropolitan Area of Porto.

For the bus we have a public company manage by the government, AMP and the 6 municipalities and are owned by the Central State and we also have 30 privates companies that they explore several lines in the metropolitan area.

The train is owned by the state and managed by the government.

Main jurisdictions

To define the strategic objectives of the mobility system, planning, organization, operation, allocation, supervision, investment, financing, dissemination and development of passenger public service by road, water, rail and other modes.

To fulfil its responsibilities, Porto Metropolitan Area has the following competences:

- Organization, planning, development and coordination of networks and lines of public passenger transport services as well as the equipment and infrastructure dedicated to it;
- Exploration, through its own means and or assignment to public service operators, of the public passenger transport service;
- Purpose of public service obligations;
- Investment in networks, equipment and infrastructure dedicated to the public service of the passenger transport, subject to the investment to be made by public service operators;
- Financing of passenger public service and networks, equipment and infrastructure dedicated to this, and financing of public service obligations and compensation for providing subsidized social tariff determined by the transport authority;
- Determination and approval of tariff schemes in force in the public service of passengers transport;
- Receiving counterparts at right to operate passenger transport public service;

- Supervision and monitoring of the operation of public passenger transport service;
- Surveys on mobility within the respective geographical area;
- Promoting the adoption of transport planning instruments in the respective geographical area; and
- Divulcation of passenger public transport service.

POLICY DOCUMENT ADDRESSED

Please name the policy instrument addressed.

North Region Operational Program (2014-2020) – North 2020

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

North 2020 is a financial instrument to support regional development, set on the current cycle of structural funds of the European Union. It is assumed as an important contribution to regional development strategy, based on a dual path of convergence with the European and national average. Its goal is to be able to produce goods and services that will recover the convergence trend at European level, ensuring sustainability, yield increases and employment of the population. NORTH 2020 is organized into six thematic objectives. The goal, which is relevant for this project, is "Support the transition to low-carbon content in all sectors" with following objectives:

- Promotion of energy efficiency and renewable energy use in businesses;
- Support for energy efficiency, intelligent energy management and renewable energy used in public infrastructures, including in public buildings and in the housing sector;
- Promotion of low-carbon strategies for all types of territories, in particular urban areas, including the promotion of sustainable multimodal urban mobility and relevant adaptation measures.

The objectives of North2020 are important and central in transforming our society to a sustainable low-carbon economy. However, it is important to transform the objectives into concrete and operational policies and measures as well as to give new and good practical examples of how to move towards low-carbon society. This can be achieved by channelling knowledge and experience.

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

Yes

Is the body responsible for this policy instrument included in the partnership?

No

Please name the responsible body and provide a support letter from this body

Management Authority of the North Region Operational Program (2014-2020)

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

Over the past decades, Portugal's performance in sustainability and efficient use of resources has made significant progress, for which the contribution of EU funds proved decisive. However, realized investments have not yet allowed overcome all challenges in this regard. Thus, the investment in new projects is fundamental, as well as collaboration with partners who share the same goal. The aims of North 2020 are in line with the strategic objectives of Portugal and EU funds for 2020. To achieve these goals it is fundamental to develop projects in a full governance scenario and to benefit from the exchange of experience from projects already implemented, which have revealed the potentials of a low-carbon economy. The goals involve increasing energy efficiency and diversification in the public passenger transport sector, and the promotion of sustainable mobility and low-carbon emissions. They implicate the implementation of energy efficiency measures and rationalization of consumption in urban road and inland public passenger transport; sustainable mobility in public administration; and electric mobility. One of the aims of this instrument is to implement SUMP's in the region, as important instrument to stimulate change in mobility behaviours. SMART-MR will help to ensure that good practices and the exchange of experience are integrated in the action plan of the PP9 SUMP, and will allow us to achieve North 2020 goals through innovative actions.

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

Occupancy rate of light rail users in AMP in % (current value: 17 %)

Territorial context

What is the geographical coverage of this policy instrument?

Regional

What is the state of play of the issue addressed by this policy instrument in the territory?

What needs to be improved in the territorial situation?

Portugal pursues a path of sustainable growth based on a more competitive and resilient development model, with lower consumption of natural resources and energy, and at the same time generates new employment opportunities, creates wealth, and strengthens knowledge. The main constraints that Portugal faces are the energy intensity of its economy and inefficiency in the management of resources. However, one of the investment priorities of EU funds in 2020 will be the transition to a low-carbon economy, associated with the promotion of energy efficiency and to the production and distribution of renewable energies. In terms of the transport sector, given its specific relative weight in the national energy bill (more than 1/3 of total energy consumption), it is important to develop a consistent long-term strategy for alternative fuels that

must meet the energy needs of all modes of transport and to be consistent with the EU 2020 Strategy, including decarbonisation. The North Region mobility and logistics system is marked by the inefficiencies that have been causing, particularly in urban areas, intensification in energy consumption and carbon emissions and, in rural areas, risk of unsustainability, a loss of social cohesion and economic and territorial equity. Therefore promoting a more sustainable urban mobility, with a rebalancing in favor of public transport and soft modes, improving its attractiveness, integration and interoperability, and encouraging the adoption of technologies and more sustainable energy sources and efficient is needed. In this context and with the purpose of increasing energy efficiency in the industry and their transition to cleaner energy technologies, investment in the area of mobility and transport should focus on technological development of infrastructure and promotion of electric mobility network as well as the conversion and modernization of collective passenger transport fleets.

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

Yes

If yes, how?

North 2020 has identified 8 priority areas of smart specialization, namely the industries of Mobility and Environment.

The industrial base of the North Region includes medium technological intensity activities associated with the provision of a specialized automotive industry. The accumulation of human capital and scientific expertise in the fields of mechanics, electronics and metallurgy thus create opportunities to raise the added value of installed capacity in the region.

Partner relevance for policy instrument

Partner PP9 Porto Metropolitan Area

What are the partner's competences and experiences in the issue addressed by this policy?

PP9 is the sub regional authority of public transports, actively participating in the definition of planning policies, management of the economic development strategy, and social and environmental planning, particularly in transport and mobility. PP9 is responsible for launching the process of new public transport lines for private operators and is currently developing a metropolitan SUMP. PP9 has been engaged in various initiatives related to the Territorial Development Programme 2007-2013.

What is the capacity of the partner to influence policy instrument?

PP9 has the competences of Regional Authority of public transports. It has the authority to participate in drafting plans and public investment programs focusing on the metropolitan area and to promote the planning and management of economic, social and environmental development strategy. Thus, it has an important role in defining public policy, namely in mobility

and transport policies. It is empowered to directly influence the existing management tools and implement new projects.

How will the partner contribute to the content of the cooperation and benefit from it?

PP9 will share and learn good practices from other regions, and participate in the exchange of information and experiences. This knowledge will allow to develop better action plans to build a low-carbon economy, and to promote sustainable and low-carbon mobility in all Europe.

Stakeholder group relevant for policy instrument

Please provide the indicative list of stakeholders to be involved in the project

17 municipalities in Porto Metropolitan Area

University of Porto

Sociedade de Transportes Colectivos do Porto, Metro do Porto

Private transport providers

Management Authority of the North Region Operational Program (2014-2020)

Role of these stakeholders in relation to policy instrument? (e.g. in the decision making process)

17 municipalities in Porto Metropolitan Area: municipalities have legal assignments to implement transport and mobility plans (according to the AMP SUMP).

University of Porto: the university has expertise in mobility that can help built the action plan.

Sociedade de Transportes Colectivos do Porto, Metro do Porto and private transport providers: the public and private transport providers are important agents in action plan implementation.

Management Authority of the North Region Operational Program (2014-2020): in charge of North 2020, contribute knowledge.

How will this group be involved in the project and in the interregional learning process?

The listed stakeholders are a group of key actors in the region that can promote the policies and objectives of a sustainable multimodal urban mobility, and a sustainable low-carbon economy. They can help develop and implement the action plan. These stakeholders will be invited to participate in the entire process and exchange their views and needs amongst themselves. The goal is to build an integrated approach and also stimulate cooperation and understanding across the different bodies of interests.

CONTEXT ANALYSIS PORTO

WS 1: Participatory transport planning

STRENGTHS	Authority of metropolitan transports; Capacity to involve the municipalities and transports operators of the metropolitan area; The relationship with the central government.
WEAKNESSES	Lack of data related with the demand of public transports services; lack of previous practices on transport planning.
NEEDS	Mobility Transport Survey; statistic information on the level of the metropolitan area - NUTS III (Nomenclature of territorial units).
GOOD PRACTICES	Mobility observatory launch.

WS 2: Creating a mobility plan

STRENGTHS	Authority of metropolitan transports; SUMAP (Sustainable Urban Mobility Action Plan); specific European funds in Portugal2020 in the framework of “Integrated Sustainable Urban Development” for urban mobility strategies; knowledge about the transport supply.
WEAKNESSES	The SUMAP was prepared in a short time; territory with large imbalances in terms of population density and business occupation.
NEEDS	Statistic information on population mobility on the level of the metropolitan area. (We don’t have statistic data after the introduction of the Metro.)
GOOD PRACTICES	Mobility package developed by IMT (Institute for Transport and Mobility), including a guide for the development of Mobility and Transport Plans.

WS 3: Low-carbon logistics planning

STRENGTHS	In SUMAP (Sustainable Urban Mobility Action Plan) were planned actions aiming to reduce de greenhouse gas emissions, mainly related with the creation of cycle routes.
WEAKNESSES	The lack of knowledge about the actual situation; lack of previous experience.
NEEDS	Statistic information level NUT III (metropolitan area).
GOOD PRACTICES	—

WS 4: Development of and around transport nodes

STRENGTHS	Planning of the metropolitan transport global network until 2019; SUMAP (Sustainable Urban Mobility Action Plan)
WEAKNESSES	Difficulty to implement the interfaces; nonexistence of enterprises specialised in the management of interfaces; nonexistence of a metropolitan plan of interfaces.
NEEDS	Mobility survey; statistic information – level NUT III.
GOOD PRACTICES	Interface H.S. João – CIVITAS project – Implementing sustainable mobility. Porto aims to launch a competitive public tender for the design, construction and operation of what will be the multimodal interchange point in the North of the city. The interchange will increase the efficiency of the transport system and promote a modal shift to sustainable modes. The main objective of the measure was the participatory development of the planning for an intermodal interchange point as the basis for a public tender for its construction, by embracing best practices, experiences and studies from the national, European and global level. In particular, from CIVITAS ELAN partner cities Ljubljana and Gent. Both cities have successfully planned and implemented multimodal interchanges.

WS 5: Shaping low-carbon areas

STRENGTHS	SIA – Sistema Intermodal Andante (Intermodal tickting system); starter of a metropolitan network of cycle paths.
WEAKNESSES	Nonexistence of enterprise mobility plan; low cycle mobility.
NEEDS	Statistic information – level NUTS III.
GOOD PRACTICES	Creation of conditional traffic areas. Project Ubike – Promotion of electric bicycles among university students.

WS 6: Sharing economy

STRENGTHS	Evaluation of a bike sharing system in Porto metropolitan area; sharing of the bus paths with motorcycles in Porto.
WEAKNESSES	Topography; population density on urban centres.
NEEDS	Statistic information – level NUT III.
GOOD PRACTICES	_____

WS 7: Managing transportation

STRENGTHS	Authority of metropolitan transports; relationship with the transport operators; relationship with the national authority.
WEAKNESSES	High number of transport operators with different dimensions and different levels of technologic development particularly in the information and communication technology (ICT); complexity of the institutional and operational framework.
NEEDS	Mobility survey; statistic information; communication control system for monitoring the vehicles in real time.
GOOD PRACTICES	Mobility observatory launch

BARCELONA

BASIC INFORMATION

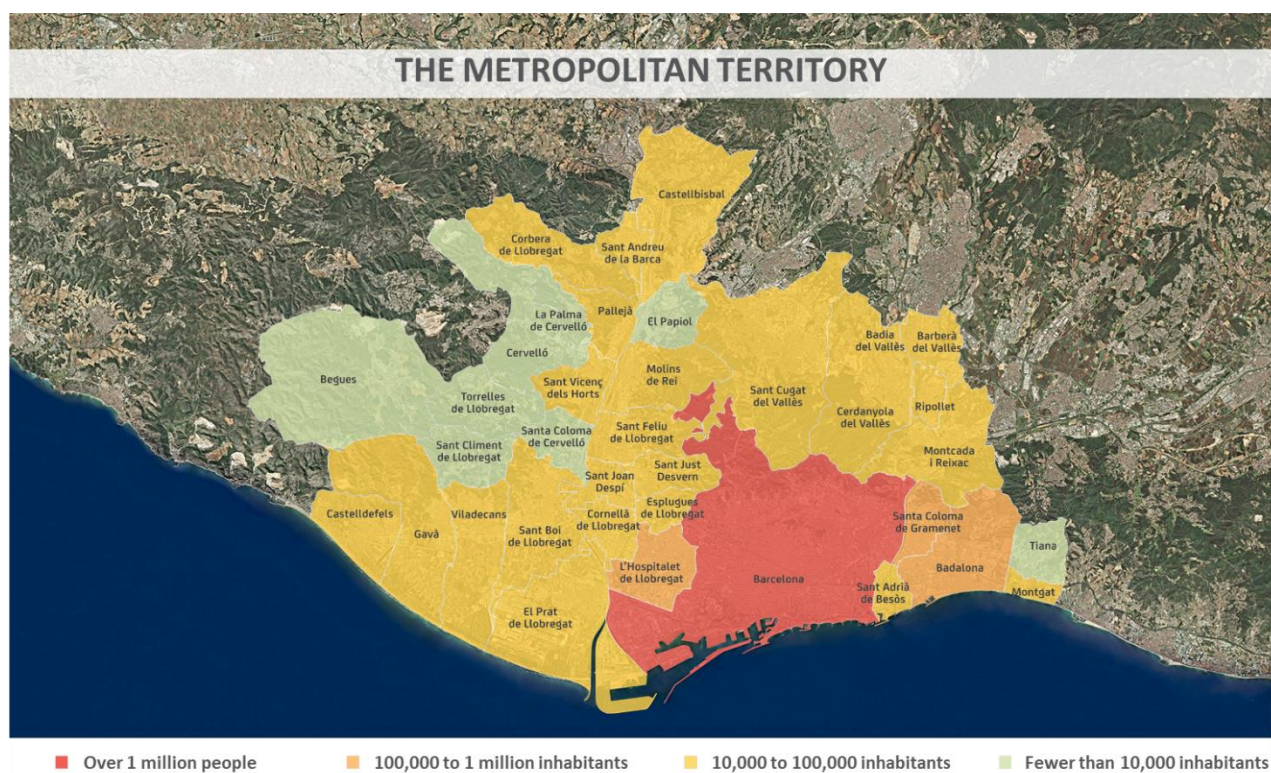
Metropolitan region: Barcelona

Size: 636 km²

Number of inhabitants: 3.2 M inhabitants

Web-site: www.amb.cat

Map



ORGANIZATION

Description of the administrative setting, territorial level, etc.

Barcelona Metropolitan Area (AMB) is the public administration of the metropolitan area of Barcelona, which occupies 636 km² and is made up with 36 municipalities with more than 3.2 million inhabitants.

The metropolitan area is a territorial, social, demographic, economic and cultural fact that has been forming over the last century, as a product of the growth and connection of urban systems around the city of Barcelona. It is the largest metropolitan conurbation in the western Mediterranean, which generates half of the GDP in Catalonia.

It has been always clear that some of the urban services (waste treatment, water supply or public transport, etc.) should be managed from a metropolitan point of view in order to become more efficient and sustainable.

The AMB comes from 3 old metropolitan entities (managing different services, each of them for a different number of municipalities) merged into one on 2010. Law 31/2010 created the existing AMB and since then it serves 36 municipalities and its 3.2 M inhabitants (50% of them from Barcelona city).

The new public metropolitan administration replaces the three entities existing until 2011: *Mancomunitat de Municipis de l'Àrea Metropolitana de Barcelona* (Union of Municipalities of the Metropolitan Area of Barcelona), Environmental Agency and Transport Metropolitan Agency. This new AMB rationalises and simplifies the metropolitan governance by creating a single administration.

Main jurisdictions

AMB manages the following services in its area:

- Spatial planning: urban planning services, infrastructure, public space and housing
- Environment: water, waste, sustainability
- Mobility: transport, planning, fare system
- Economic development and social projects
- International relations

ORGANIZATION OF TRANSPORT AND TRANSPORT PLANNING

Organizational setting

The area from AMB in charge for transport management and transport planning is called *Mobility and Transport*.

This area is traditionally focussed mainly at public transport management and planning, through the next pillars:

- Direct management system: TMB (Barcelona Metropolitan Transport public company), that operates Barcelona city bus lines
- Indirect management system: several private companies that operate metropolitan bus lines
- Institutes and companies: Taxi metropolitan Institute and CETRAMSA (metropolitan centre of transport information and promotion):

There are around 20 people working internally for this area, basically on managing the bus services, transport planning and sustainable mobility (cycling and electric mobility infrastructures).

Transport providers

- Public bus and metro operator: Transports Metropolitans de Barcelona (TMB)
- Private bus operators: Autobuses de Horta, Baixbus, Nou Barris BCN, SGMT, Soler i Sauret, TCC, TUSGSAL and UTE Julià Travel Marfina bus

Main jurisdictions

- Public transport managing and planning
- Mobility Planning:
 - Metropolitan Urban Mobility Plan (defining now the actions, 2016-2021)
 - Urban Mobility Plans for the municipalities (all metropolitan municipalities are working on their SUMP)
 - Other mobility studies (cycling studies, safe access to school, demand responsive transport, etc.)

POLICY DOCUMENT ADDRESSED

Please name the policy instrument addressed.

Catalonia's ERDF Operational Programme 2014-2020, Specific objective 4.5.1

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

Catalonia's ERDF OP prioritises knowledge and innovation, entrepreneurship and green economy. Axis 4 promotes the transition towards a low-carbon economy, and one of its investment priorities is the promotion of carbon reduction strategies for all sectors. Axis 6 focuses on resource efficiency and the protection of the environment, and one of its priorities is improving the urban environment and revitalization of cities.

PP10 can contribute to the goals set in this policy instrument through the development of an Urban Mobility Metropolitan Plan (PMMU). This plan is aimed at managing mobility in the metropolitan area of Barcelona with an integrated approach, and putting particular emphasis on sustainability, efficiency, accessibility and safety.

The PMMU will address several aspects of mobility (public transport, private vehicles, pedestrians and bicycles, nodes, parking, environmental sustainability, etc.), and it can become one of the key measures for achieving the goals for sustainable urban mobility and climate adaptation set in the Catalan ERDF OP for 2014-2020.

Nevertheless, it is important to note that funding from ERDF is not granted for this, as calls are not open yet at this stage of preparation for this Interreg Europe project.

Through this cooperation, the policy tool can be improved thanks to the exchange of knowledge and experience from different European metropolises that face similar challenges when addressing their mobility plans.

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

Yes

Is the body responsible for this policy instrument included in the partnership?

No

Please name the responsible body and provide a support letter from this body

Generalitat de Catalunya

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

The project will contribute to the general objectives as well as the sustainability goals of the ERDF OP regarding sustainable development and environment (axis 4 and 6), i.e. reducing

energy consumption and emissions, local air pollution, noise pollution, promoting green infrastructure and fostering a sustainable mobility system. Overall, it will help improve the environmental and mobility quality of the metropolitan region of Barcelona, develop a sustainable transport system, reduce GHG emissions and increase the number of users of public transport. In particular, it will foster a better and cleaner urban public transport system, the use of alternative transport (i.e. bike, electric vehicles), and a better commuting system. This experience will also back the results oriented approach of the policy instrument with specific indicators that will allow measuring its impact. The strategic approach will be improved through sustainable urban mobility plans, in line with Catalonia's integrated strategy for low-carbon climate change. The good practices and solutions identified will be implemented through the Urban Mobility Metropolitan Plan of Barcelona Metropolitan Area. The coordination with other stakeholders will improve governance, bring innovative solutions to mobility planning, implement new models to improve PMMU sustainability goals and tools to achieve them, and help develop the economy as well as transport management systems.

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

People exposed to pollution (NO₂) Limits ZPE (%) (40µg/m³) (current value: 19 %)

Territorial context

What is the geographical coverage of this policy instrument?

Regional

**What is the state of play of the issue addressed by this policy instrument in the territory?
What needs to be improved in the territorial situation?**

Mobility has important implications on the economy, people's health and, in general, in citizens' quality of life. In fact, mobility is a relevant issue for all European cities that want to develop and improve their sustainable mobility strategies based on the promotion of efficiency and effectiveness. Catalonia is implementing an Energy and Climate Change Plan and a Strategy for Adaptation to Climate Change, with the commitment to meet the 20/20/20 targets and generate economic and employment opportunities, cost savings and efficiency measures to improve business competitiveness. Urban areas make up a high percentage of the population and account for about 80% of energy consumption and GHG emissions. Therefore, these objectives require improving environmental quality, urban and social mobility and accessibility in cities. Investments in the framework of this policy instrument will be part of integrated sustainable urban strategies. A group of municipalities in the Barcelona metropolitan area has been declared an atmosphere special protection area, and has serious problems meeting the European air quality standards for pollutants PM₁₀ and NO_x. In this context, an action plan to improve air quality has been adopted. Transport is the sector with a highest impact, representing a 36.67% of GHG and CO₂ emissions, therefore developing a sustainable local public transport system is key to improving the environmental quality of urban

agglomerations. In line with what is done in Europe, the Urban Mobility Metropolitan Plan, which is now at an early stage of diagnosis, works for a firm commitment to sustainable mobility. Thus, the plan will give priority to reducing air pollution and emissions caused by transport. In this sense, PP10 will develop policies to restrict the use of private transport, while promoting a more efficient metropolitan public transport.

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

Yes

If yes, how?

The RIS3 of Catalonia (RIS3CAT) recognizes that global challenges posed by climate change and the scarcity of natural resources demand a clear commitment to transform the Catalan economy towards a green economy (Sustainable mobility and energy efficiency are identified as key areas for improvement). The policy instrument will contribute directly to RIS3CAT adopting an integrated approach and bringing together stakeholders responsible for developing a sustainable mobility strategy.

Partner relevance for policy instrument

Partner PP10 Barcelona Metropolitan Area

What are the partner's competences and experiences in the issue addressed by this policy?

PP10 is responsible for transport and mobility in the Metropolitan region, and has experience in collective urban public transport of passengers on the surface, provision of metro and underground public transport of passengers, regulation of the taxi service, approval of the Urban Mobility Metropolitan Plan, definition of the basic metropolitan road network and traffic management, management of passenger transportation with tourist purposes and management of the Barcelona ring roads.

What is the capacity of the partner to influence policy instrument?

PP10 is in the management board of the Metropolitan Transport Authority, and is responsible for the definition and implementation of public transport in the region.

PP10 is also responsible for mobility and the promotion of sustainable transport. The PMMU is the tool setting the strategy and general framework for mobility of the metropolitan area for 2015-2021. Being responsible for the elaboration and approval of this plan, the PP10 has direct capacity to influence this policy instrument.

How will the partner contribute to the content of the cooperation and benefit from it?

PP10 will actively contribute to the 7 workshops organised within the project and bring its experience and good practices to the table. We will benefit from this cooperation by including lessons learned from the project in our sustainable mobility plans and, more broadly, in the

achieving the strategic goals of the PMMU. The results of the project will also be perceived in the implementation of the PMMU in the region of Barcelona during the following years.

Stakeholder group relevant for policy instrument

Please provide the indicative list of stakeholders to be involved in the project

36 municipalities in Barcelona Metropolitan Area

CETRAMSA (metropolitan centre of transport information and promotion)

Transports Metropolitans de Barcelona (TMB)

Autobuses de Horta, Baixbus, Nou Barris BCN, SGMT, Soler i Sauret, TCC, TUSGSAL and

UTE Julià TravelMarfina Bus

Autoritat del Transport Metropolità (ATM)

Generalitat de Catalunya

Role of these stakeholders in relation to policy instrument? (e.g. in the decision making process)

36 municipalities in Barcelona Metropolitan Area: will be end beneficiaries of the project. PP10 will disseminate the information and lessons learned, and will organise local seminars to facilitate exchange and promote the implementation of the project solutions in these cities.

CETRAMSA (metropolitan centre of transport information and promotion): will benefit from the project and contribute to the dissemination of the information and lessons learned.

Transports Metropolitans de Barcelona (TMB): the main operator for public transport will be a direct beneficiary of the project, as PP10 will share the information, lessons learned with the company.

Autobuses de Horta, Baixbus, Nou Barris BCN, SGMT, Soler i Sauret, TCC, TUSGSAL and UTE Julià TravelMarfina Bus: the eight companies or private groups that provide bus services in Barcelona Metropolitan Area will be beneficiaries of the project. As private stakeholders they will receive information and experience from lessons learned, and they will take part in the local seminars.

Autoritat del Transport Metropolità (ATM): The Metropolitan Transport Authority will be one of the key beneficiaries of the project, as the good practices and solutions identified will be included in its decision making process that defines and implements the transport policy for the Barcelona region.

Generalitat de Catalunya: managing authority for Catalonia's ERDF Operational Programme 2014-2020.

How will this group be involved in the project and in the interregional learning process?

This group of stakeholders will directly be involved in the project and will benefit from the interregional learning process, as they will both contribute with their experience and implement the solutions and good practices identified in the thematic seminars throughout the project. All of them will take part in the local seminars organised by the Barcelona Metropolitan Area, and some of them will have the chance to contribute actively in the debates of the workshops organised by each partner.

CONTEXT ANALYSIS BARCELONA

WS 1: Participatory transport planning

STRENGTHS	Catalan Mobility Law (9/2003) foresees a participatory process during all the mobility plans, creating a Mobility Council that includes all the involved stakeholders (public bodies, citizens, associations, professional groups, etc.). At AMB we are now creating the Mobility Council.
WEAKNESSES	Generally these participatory processes in Catalonia tend to be more 'informative' than 'participative'. In AMB region there are several public bodies managing the mobility networks and services.
NEEDS	Participation should be seen as a process that provides new insights and makes the plan more robust and brings better results. There is the need to count on communication experts to create a fruitful cooperation.
GOOD PRACTICES	The PMMU has had a global participatory process to validate the general mobility analysis. During the design of the Metropolitan Cycling Network (from Nov-2015 to April 2016) there has been a successful participatory process with the 36 municipalities, the different public bodies in charge of the roads (Catalan Government, Province Government) and also a meeting with the cycling entities and associations.

WS 2: Creating a mobility plan

STRENGTHS	AMB is now creating its Metropolitan Mobility Plan. The Catalan Mobility Law 9/2003 obliges to plan mobility through a SUMP and use this tool for municipalities over 50.000 inhabitants.
WEAKNESSES	In Barcelona area there are 36 SUMP, but sometimes just look inside their municipality, not connecting with the neighbour urban areas. Each SUMP has its own calendar, so also sometimes it's difficult to coordinate actions that affect more than one municipality.
NEEDS	There is the need to coordinate mobility plans among the 36 municipalities, most of them belonging to the same continuous urban area.
GOOD PRACTICES	AMB and Barcelona province government are working together to coordinate all these 36 SUMP. In fact, PMMU is the tool to coordinate the local SUMP.

WS 3: Low-carbon logistics planning

STRENGTHS	<p>Electric Mobility can bring many options towards low-carbon logistics. Urban areas in AMB are generally nearby, so this should ease to place a few logistics platforms to distribute the goods in a more efficient and less impacting way.</p> <p>The Clean Mobility Commitment from AMB is developing a sustainable logistics strategy at the metropolitan territory.</p>
WEAKNESSES	<p>There is no the tradition to think of low-carbon logistics options. Railway network is hardly used for goods transportation. Changing operator for the last mile generally brings an extra cost.</p>
NEEDS	<p>Putting the different stakeholders together to define their different needs.</p> <p>Municipalities should agree common rules to promote low-carbon logistics.</p>
GOOD PRACTICES	<p>The experience of VanAPedal in Barcelona City centre (www.vanapedal.eu), delivering goods with 180kg cargo bikes.</p>

WS 4: Development of and around transport nodes

STRENGTHS	<p>Bus network allows connexion from all metropolitan municipalities with rail nodes (train, tram, metro).</p> <p>There are several P&R around train stations</p> <p>Cycling network will allow in a few years the safe cycling connexion to train stations.</p>
WEAKNESSES	<p>Railway services sometimes (with Renfe operator) are not reliable (many delays).</p>
NEEDS	<p>There are not enough bike parking facilities and bike lanes to cycle safely to the train stations.</p>
GOOD PRACTICES	<p>European project BiTiBi (bitibi.eu), where 2 municipalities from AMB and FGC (rail operator) participate. The aim is to promote bike and train combination.</p> <p>Our 400km Metropolitan Cycling Network will connect municipalities, industrial areas and main transport nodes.</p>

WS 5: Shaping low-carbon areas

STRENGTHS	Metropolitan Government in Barcelona agrees that there is the need to cope with the pollution, so shaping different low emission zones (LEZ) is an action considered in the political agenda.
WEAKNESSES	In AMB there should be 3 different levels of low emission zones, corresponding to the different pollution levels. This might difficult to manage and control the access.
NEEDS	Labelling all the vehicles is needed with a consensus with the Spanish government, the Catalan government and the municipalities.
GOOD PRACTICES	In the municipality of l'Hospitalet de Llobregat (2 nd biggest city in AMB) they are implementing different urban low carbon areas near schools and health centres.

WS 6: Sharing economy

STRENGTHS	Bike and car sharing systems already existing. Sharing economy is becoming an important trend in Barcelona.
WEAKNESSES	Sharing economy sometimes is not economically efficient (for instance Biking service).
NEEDS	To expand the services to the rest of AMB, in an efficient way.
GOOD PRACTICES	Biking and bicibox services in Barcelona Car sharing company in Barcelona (Avancar) Bla Bla Car is being very successful in Catalonia.

WS 7: Managing transportation

STRENGTHS	AMB is managing the public transport in its territory.
WEAKNESSES	There are different transport authorities operating in AMB: Catalan government for some bus lines and train services, Metropolitan Transport Authority for the tramlines, Spanish government for some train services. There are different plans from the different public bodies, but some of them are not being implemented on time.
NEEDS	There is the need to coordinate the different stakeholders managing transportation in AMB.
GOOD PRACTICES	The bus lines managed from AMB are a good reference for the rest of Spain. The operating contracts include different incentives 'bonus malus' depending on the results.