



Acronym

Title of the project

Type of intervention **Type 1: 'Regional Initiative Project'**

Type 2: 'Capitalisation Project'

Colour code

Fields to be completed by Applicant

Fields not to be completed or data automatically transferred / calculated from another field

**The Excel protection must not be removed.
Damaged Application Forms will be declared ineligible.**

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General Instructions for filling in the application form

This application form is part of the "application pack" for INTERREG IVC applicants. Before filling in this form, please also read all programme-related documents, especially:

- a) the INTERREG IVC **Operational Programme**,
- b) the **programme manual** and
- c) the **terms of reference**

In particular, the programme manual and the terms of reference will provide you with further guidance on the way to develop an INTERREG IVC project and to prepare the application form. The above mentioned documents are available on the programme web site (www.interreg4c.eu).

Paper version

Application form

The application form must be completed, printed out, dated, signed by a duly authorised representative of the Lead Partner, and stamped with the stamp of the Lead Partner's institution (if exists). It should be sent together with the annexes (co-financing statements) by mail/courier to the INTERREG IVC Joint Technical Secretariat (JTS) at the latest by the end date of the call. This will be checked through the date of postal stamp on the envelope. The JTS address can be found on the programme's web site: www.interreg4c.eu

Co-financing statements

Co-financing statements in original faxed or scanned version must be included in the mail sent to the JTS for all partners listed in Section 5 of the application form. The standard form of the co-financing statement available on the programme website must be used, no amendments to the text are allowed. Any amendments to the text of the form will lead to the ineligibility of the application. The amount of national co-financing indicated in the co-financing statements must cover at least the amount indicated for each partner in section 5 of the application form.

Electronic version

An electronic version of the completed application form must be sent by email to the JTS at the latest by the end date of the call at the following address: application@interreg4c.eu

The electronic and paper version of the application form must be identical.

Technical instructions

- Applicants are asked to complete only the input fields (white fields) of this application form. For technical reasons, most of the white fields have been split up into 2 or 3 sub-fields. As soon as the first sub-field is filled in, please continue in the next sub-field.
- Grey fields are not to be completed. For the grey fields, certain information will automatically be transferred to these sections after details are entered in other fields of the application form. Formulae for automatic calculations have been included in the relevant fields. These fields cannot be changed or edited.
- All input fields (white fields) are locked in order to ensure that all applicants have the same amount of space for describing their project and answering the questions. The number of characters (with spaces) is limited to 1000 characters per field. This limit must not be exceeded.
- All input fields must be filled in unless stated otherwise in the instructions field.
- Certain questions in the application form must be answered by marking a tick-box. When clicking on the box, an arrow will appear. Please click on the arrow and select the option provided in the drop-down field, which will appear on the screen.
- If you want to use a bullet point list in any of the input fields, please press 'Alt+Enter' to move to the next line.
- If you want to copy and paste information in the document, please select the **content of the cell you are copying from, and not the cell itself**.

Application forms with error messages or with uncompleted sections will automatically be declared ineligible.

Checklist for submission

Please make sure that you have fulfilled the requirements listed below before submitting the documents.

1. The electronic version of the completed application form is submitted via e-mail to application@interreg4c.eu by the end date of the call at the latest.
2. The paper version of the completed application form and the relevant annexes (co-financing statements) are sent to the JTS in Lille by the end date of the call at the latest (proof of the sending date has to be provided).
3. The electronic and paper versions of the application are identical.
4. All documents are in the working language of the programme (English).
5. The paper version includes the completed application form and the relevant annexes (co-financing statements) in one single package/envelope.
6. The paper version is not bound in order to ease photocopying for the JTS.
7. Co-financing statements in original, faxed or scanned version are submitted for all partners including the Lead partner. They are dated and signed by hand. The standard forms from the application pack have been used and no amendments to the texts have been made. The information in the fields to be completed (acronym, title, name of institution, partner no) corresponds exactly to the information provided in the application form. The co-financing amount covers at least the amount indicated in the application form.
8. All partners participating in the project, including partners from third countries, are listed in section 5 of the application form with their institution's name in original and English languages.
9. The application form is dated and signed by hand by a duly authorised representative of the Lead Partner.
10. The application form is dated and stamped (if stamp exists).
11. The application complies with the eligibility criteria of the INTERREG IVC programme described in the programme manual and the terms of reference.
12. All fields have been filled in and no error messages appear.

Section 1: Project Summary**1.1 Acronym:**

EPTA

1.2 Title of the project:

European model for Public Transport Authority as a key factor leading f

1.3 Type of intervention:

Regional Initiative Project

1.4 Duration

Please indicate when the operation will start and finalise its activities. Concerning the start date, the following elements should be taken into consideration. Projects should be ready to start their implementation as soon as possible after the decision of the IVC Monitoring Committee and in any case within a maximum of two months from the date of decisions. Decisions on projects are expected to be taken within eight months after the end date of each call. For the recommended duration of projects, please refer to the programme manual.

Start: beginning of 01 2012

Closure: end of 06 2014

TOTAL N° MONTHS: 30

1.5 Sub-theme selected:

Please select the sub-theme the project focuses on. Please note that only one sub-theme can be chosen.

Priority: 2: Environment and risk prevention

Sub-theme: Energy and sustainable transport

1.6 Brief summary of the project

Please provide a brief summary of the project's background, objectives, partnership, main activities and expected outputs and results. It is strongly advised that this field is filled in after the entire Application Form has been completed. Should the project be approved, this summary will be published on the programme's website. Thus, it should be clear, self-explanatory and without references to other parts of the Application Form or to other documents.

The EU has established policy goals to achieve a more sustainable transport system. The complexity of meeting the mobility needs of all its citizens requires a clearer vision and an effective and coordinated governance approach. It is important for policy makers and local governments to coordinate competences among different stakeholders at different levels within a clear and proper policy framework. In order to increase transport sustainability, with specific actions on public transport, different approaches were already adopted, among which the establishment of specific authorities. These authorities (Public Transport Authorities—PTAs or Organising Authorities—OAs) act in the public interest and ensure a well functioning integrated transport system within their territory, but competencies and tasks are often different, making it difficult to identify a successful MODEL. PTA as entity can be centralised (office in the local government) or decentralised (separate public owned company)

depending on political choice. The EPTA proposal aims at increasing public transport sustainability focussing on environmental, energy and economic aspects through the identification of a MODEL of PTA as a powerful tool of governance. As a strategy the use of 3 leverages such as Quality, Efficiency and Efficacy will be applied to the 7 key activities related to public transport sector governance: Regulate, Plan, Tender/Award, Integrate, Promote, Manage, Control. The key concept is that these 7 activities should be concentrated in a single body able to support policy makers and involve relevant stakeholders. Good practices across Europe will be identified, collected and transferred into regional development policies, to produce, as final result, a transferable and customizable MODEL to be adopted for the successful implementation or re-organization of a PTA. The consortium is made of 11 partners (PTAs, a Region, Local Governments, a Network and a University with Internationally recognised

key expertise in public transport) from 9 EU Regions and 1 from Norway. The project is designed to include partners representing the main competences involved in mobility governance and embrace different perspectives on the issue. The EPTA structure provides an ideal context for exchanging experiences and good practices regarding PTAs activities and mission. The work planned includes: 1) exchange and sharing of experience on how to develop and operate a PTA through a series of training courses and workshops; 2) consolidation and transfer of good practices among involved areas; 3) promotion of policy tools and regulatory guidelines at local, regional, national levels for PTA establishment and organization. The project outcomes and durable results include: experiences exchange to increase skills and awareness among key policy makers on PTA MODEL for improving sustainable, economic and energy efficiency in public transport. Positive social side effects will also result as indirect added value.

1.7 Partnership information

Number of partners financed under INTERREG IVC

Number of partners not financed under INTERREG IVC

Austria:	0
Belgium:	1
Bulgaria:	1
Cyprus:	0
Czech Republic:	1
Denmark:	0
Estonia:	0
Finland:	0
France:	0
Germany:	0
Greece:	1
Hungary:	0
Ireland:	0
Italy:	3
Latvia:	0
Lithuania:	0
Luxembourg:	0
Malta:	0 #VALUE!
Netherlands:	0
Poland:	0
Portugal:	1
Romania:	1
Slovak Republic:	0
Slovenia:	0
Spain:	0
Sweden:	0
United Kingdom:	1
Total:	10
Norway:	1

EU-MS:	0
Switzerland:	0
Others:	0

Total number of partners: 11

Overview of project partners (details of the partnership have to be filled in in Section 5)

	Institution	country	Partner budget			
<u>LP</u>	SRM - Networks and Mobility	IT	ERDF Funding: 151 485,00 €	EU Nat. Cofi 50 495,00 €	Other: 0,00 €	TOTAL: 201 980,00 €
<u>P2</u>	Region Emilia-Romagna	IT	ERDF Funding: 105 030,00 €	EU Nat. Cofi 35 010,00 €	Other: 0,00 €	TOTAL: 140 040,00 €
<u>P3</u>	Almada City Council	PT	ERDF Funding: 121 295,00 €	EU Nat. Cofi 21 405,00 €	Other: 0,00 €	TOTAL: 142 700,00 €
<u>P4</u>	Rogaland County Council	NO	Norwegian Funding: 64 950,00 €	NO Cofi 64 950,00 €	Other: 0,00 €	TOTAL: 129 900,00 €

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P5	The University Court of The University of Aberdeen	UK	ERDF Funding: 106 995,00 €	EU Nat. Cofi 35 665,00 €	Other: 0,00 €	TOTAL: 142 660,00 €	
P6	POLIS - Promotion of operational links with integrates services, International Association	BE	ERDF Funding: 97 215,00 €	EU Nat. Cofi 32 405,00 €	Other: 0,00 €	TOTAL: 129 620,00 €	
P7	Razlog Municipality	BG	ERDF Funding: 65 331,00 €	EU Nat. Cofi 11 529,00 €	Other: 0,00 €	TOTAL: 76 860,00 €	
P8	Brasov Metropolitan Agency	RO	ERDF Funding: 87 346,00 €	EU Nat. Cofi 15 414,00 €	Other: 0,00 €	TOTAL: 102 760,00 €	
P9	The PTA - Thessaloniki Public Transport Authority	EL	ERDF Funding: 99 637,00 €	EU Nat. Cofi 17 583,00 €	Other: 0,00 €	TOTAL: 117 220,00 €	
P10	Province of Cremona	IT	ERDF Funding: 98 370,00 €	EU Nat. Cofi 32 790,00 €	Other: 0,00 €	TOTAL: 131 160,00 €	
P11	Municipality Council Praha -Suchdol	CZ	ERDF Funding: 87 125,00 €	EU Nat. Cofi 15 375,00 €	Other: 0,00 €	TOTAL: 102 500,00 €	
P12			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €	
P13			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €	
P14			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €	
P15			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €	
P16			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €	
P17			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €	
P18			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €	
P19			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €	

<u>P20</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P21</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P22</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P23</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P24</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P25</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P26</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P27</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P28</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P29</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P30</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P31</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P32</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P33</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P34</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
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<u>P35</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P36</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P37</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P38</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P39</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P40</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €

Acronym: EPTA

1.8 Project budget (in EUR) (based on the partner budget described in Section 5)

	Amount
ERDF Funding	1 019 829,00 €
National Public Co-financing	267 671,00 €
Total budget eligible to ERDF	1 287 500,00 €
Norwegian Funding	64 950,00 €
Norwegian Co-financing	64 950,00 €
Total Budget Norway	129 900,00 €
INTERREG IVC BUDGET	1 417 400,00 €
Other funding	0,00 €
TOTAL BUDGET	1 417 400,00 €

1.9 Lead Partner confirmation

By signing the Application Form the Lead Partner hereby confirms that

- the project neither in whole nor in part has or will receive any other complementary EU funding (except for the funding indicated in this Application form) during the whole duration of the project.
- the project is in line with the relevant EU and national legislation and policies of the countries involved.
- all partners in the partnership receiving funding from the INTERREG IVC programme (ERDF or Norwegian funding) fulfil the criterion of a public body or a body governed by public law as defined in the Programme Manual.
- all partners described in Section 5 of the Application Form are committed to taking part in the projects' activities
- the information is accurate and true to the best knowledge of the Lead Partner

Signature of the Lead Partner	Official stamp of the Lead Partner's institution (if exists)
Application form is incomplete or contains Error messages.	Application form is incomplete or contains Error messages.
Name of the signatory	Lamberto COTTI
Title of the signatory	Presidente
Lead Partner's institution	SRM - Reti e Mobilità SpA
Date of signature	1st April 2011

Section 2: Detailed Description of the Project

2.1 Rationale

2.1.1 Brief history of the project

Please describe how the project idea and partnership was developed and how the partners were involved in developing the project proposal.

The core partnership was established on the basis of past European projects experience including FLIPPER, PIMMS, CIVITAS Mimosa, MMove, from which the involved PTAs and the Local Governments elaborated the EPTA project, starting from the idea of a MODEL for Public Transport Authority. SRM (LP) is active in PTAs networks at national and international level: at national level the most advanced region is Emilia-Romagna (RER P2) with its 9 PTAs at NUTS 3 level, at international level SRM is member of UITP Organising Authorities Committee, where issues about PTAs are shared and analysed in depth. University of Aberdeen (UNIABDN P5) is a member of UITP Regional Transport Committee. From these working groups started the idea for an investigation on transport sector governance around Europe, identification of the related Good Practices and dissemination of them in order to help established or planned PTAs. The involved Local Governments Almada City Council (ACC P3), Rogaland County Council

(ROGFK P4), Razlog Municipality (RAZ P7), Province of Cremona (CREM P10), Prague-Suchdol Municipality (PRA P11), the other PTAs Brasov (BRA P8), Thessaloniki (THEPTA P9), and the Region Emilia-Romagna deal directly with public transport issues and are willing to exchange experience and good practices about transport sector governance to be able to improve the requested skills leading to a more sustainable transport system and ensure strategic and political support to the EPTA proposal. Almada, with its Local Energy Management Agency, AGENEAL, also skilled in energy efficiency in transport, already involved in Flipper, PIMMS and PIMMS TRANSFER projects, is a key contributor for environmental and energy issues. Rogaland and Brasov were involved thanks to the contacts developed during and after Budapest Interreg IVC meeting while Brasov and Razlog are partners in MMove project. Thessaloniki PTA attended as stakeholder two FLIPPER events expressing the willingness to exchange experience on PTA

in a EU perspective as it is working in close cooperation with the Greek Ministry of Transport on the issue. University of Aberdeen over the last three decades has contributed to theoretical and applied debates, increasingly focusing on: Transport, Energy and Environment and Transport and Society and Transport and the Digital Economy. In particular its Centre for Transport Research has widespread experience in EU project and is a pole of expertise for many Local Governments in the field and will support the Consortium with its scientific expertise on Modeling and good practices identification and collection, summarizing the activities delivered. POLIS with its network of almost 70 cities, regions and transport operators from 18 European countries will ensure a wide base for good practices collection and effective dissemination of the project results. POLIS Political Group brings together locally elected representatives from member cities and regions to debate transport governance.

2.1.2 Problem description / issue addressed

Please describe what problem(s) and/or issue(s) the project will address. Explain the background of the problem(s) / issue(s) and their relevance to the partnership and the INTERREG IVC programme. Please justify the choice of the selected sub-theme.

The establishment of a PTA (centralized or decentralized) to increase transport sustainability requires a convergence of activities to make it able to create synergies and optimizations. The 7 identified activities (Regulate, Plan, Tender/Award, Integrate, Promote, Manage, Control) build the ideal MODEL of PTA. The border between PTA and other concerned bodies is often not certain and this creates sometimes an overlap of functions or uncovered areas. The EPTA project refers to the need to assess PTA competences and the role to be played in the overall mobility and transport governance. Main issues are related to:

- Regulation to be performed in close cooperation with the Local Government to allow the fulfilment of guidelines given by policy-makers
- Planning, which has a deep impact on transport services and it is strongly linked to and influenced by other public planning (urban, social, industrial)

Tendering/Awarding procedure is a crucial point where a skilled PTA can establish criteria and grounds for fruitful cooperation with operators based on Quality, Efficacy and Efficiency.

- Integration as strategic issue on intermodality and co-modality leading to sustainable transport
- Promotion of public transport is a key tool to shift passengers from individual to collective, more efficient and sustainable modes of transport
- Management of transport service contract requires experience and flexibility: only from the first day of effectiveness of a contract, a PTA starts acquiring experience about what to better regulate in the next tender procedure
- Control activity is one of the most delicate issue for a PTA as the cost of the operation itself can create a waste of resources without producing service improvements for citizens. Prizes and penalties are key tools but they have to be sized carefully.

On one hand, the EPTA project takes into account the needs of less experienced partners to exchange knowledge and good practices on existing cases and to identify a suitable MODEL to establish a new PTA. On the other hand, existing PTAs need to compare and improve their own governance MODEL thanks to experience transfer. Existing networks focused on PTA issues like UITP (Union Internationale du Transport Publique) and EMTA (European Metropolitan Transport Authorities) develop the discussion often only among big cities but the need of a clearer vision of transport governance is more widespread. The partnership will guarantee the transfer of know-how and its strong promotion at European level. The Project aims to identify the good practices in the implementation of PTA MODELS and facilitate their dissemination amongst local governmental bodies, and interested stakeholders in partners' regions and all over Europe.

The project mainly matches the Priority 2 – “The environment and risk prevention” (Sub-theme: energy and sustainable transport) of INTERREG IVC Programme in terms of:

- i) knowledge transfer to some European areas, local governments as targets in the domain of transport governance (sharing good practices)
- ii) transfer of skills to overcome barriers and limits (lack of coordination on transport issues) by improving the capabilities (of PTAs, policy makers at local and regional level and planners) to face growing needs of mobility and decreasing resources using the 3 leverages
- iii) impact on local policies (EPTA results will be useful to influence local strategies and transport governance).

2.1.3 Objectives of the project

Please describe the overall objective and sub-objectives of the project.

The overall objective of EPTA is to increase transport sustainability from the eco-efficiency, environmental protection, energy efficiency, sustainability and costs saving point of view thanks to the transfer of experiences, knowledge and good practices on Public Transport Authorities through different European Regions in order to identify a successful MODEL. EPTA aims to be a useful tool of the INTERREG IVC Programme for promoting and consolidating new approaches for the establishment of PTAs as convergence centres of expertise. The Commission's recent Communication on a sustainable future for transport COM (2009) 279 has identified urbanisation and its impacts on transport as one of the main challenges in making the transport system more sustainable. It calls for effective and coordinated action to address the challenge of urban mobility and suggests a framework at EU level to make it easier for local authorities to undertake measures.

The sub objectives of the project are the following:

- Exchanging knowledge in the field of PTAs for enhancing the efficiency of public transport services and the overall sustainability by reducing energy consumption and environmental impact, promoting a better use of resources and increasing the social cohesion of disadvantaged areas and/or citizens;
- Overcoming the lack of coordination in public transport sector governance, collecting and transferring of well consolidated experiences and good practices of virtuous cooperation among different actors;
- Knowledge raising both through analytical studies of the local needs and of the possible solutions in order to allow the different partners to identify the most appropriate PTA MODEL for local needs;
- delivering a Case Studies Collection (D3.1) and a Position Paper & Guidelines (D4.4) on the creation of pre-conditions for an effective establishment and organization of a PTA to improve transport sustainability,

reduce the energy impacts, promote better use of economic resources and increase the social cohesion;

- Promoting and disseminating at local, regional and European level the concept, approach and results of the PTA MODEL as a real component of the overall area/region transport chain as a governance coordination tool.

EPTA will be a network in close contact with other existing networks working on the same issues such as UITP, EMTA and POLIS (P6) to share approaches and solutions adopted.

EPTA will furthermore deal with implementing the horizontal mainstreaming of EU policies (Lisbon and Gothenburg goals will guide the project) at local, regional and networks level, giving at the same time a feedback to the EU Institutions on how the main European policies are performed at local level.

2.1.4 Expected outputs and results of the project

a) Please describe the outputs and results the project intends to produce. For further information, please refer to the Programme Manual.

(Outputs are tangible deliverables and visible outcomes or products of the project. They directly result from the activities carried out in the project. Output indicators are typically measured in concrete units such as number of seminars, study visits, conferences, participants, publications, good practices identified, policies addressed. **Results** are direct and immediate effects resulting from the project and from the production of the outputs. Compared to outputs, results imply a qualitative value. They should be also measured in concrete units such as the number of staff with increased capacity, the number of good practices successfully transferred, the number of policies improved.)

Tangible outputs:

- 6 Steering Committee meetings - 1 Quality Handbook (D1.1)
- 7 e-newsletters (News) and 2 brochures (Broch)
- 4 press releases (Press) for the project launch and to raise awareness around the project
- 1 Dissemination Plan (D2.1) to define all promotion activities and 8 Local Promotion Plans (LP) elaborated by each 'region'
- 1 website containing also a section dedicated to online training and 1 website manual (D2.2)
- 7 workshops (WS) and 6 training courses (TC) for transferring to the partners' regions operational, environmental, organizational and normative experiences identified among EU good practices related to PTAs
- 3 Staff exchange programmes for an in-depth knowledge and skills exchange among involved structures
- 1 Case Studies Collection (D3.1) as case histories on locally focused good practices
- 8 Implementation Plans (D3.2) one for each 'region' about integration of lessons learnt into local/regional policies
- 1 Feasibility Study Report (D4.1)

targeted to policy makers, where each region evaluates the impact of potential transfer of good practices in its site

- 1 Cross Evaluation Report on Feasibility Studies (D4.2)
- 1 Practices into actions Document (D4.3) reporting successful transfer of good practices
- 1 Position Paper & Guidelines (D4.4) identifying the components for a successful MODEL of PTA
- 1 Final Conference in Brussels.

Expected results: 85 Professionals Trained, 550 attendances to project events, 150 attendances to the Final Conference, 150 website visitors per month, 25 articles in press and media; 8 Feasibility Studies carry out by the partners; 45 policy makers involved in the Feasibility Studies evaluation. Thanks to the high number of policy makers involved on Feasibility Studies, at least 8 Local Policies are expected to be improved accordingly.

Expected results on target groups:

- Regional Authorities: beneficiaries of a MODEL of PTA focused on sustainable transport policy objectives to improve transport

sector governance; possible influence on legislative activities, possibility to attend WSs and TCs;

- Local Governments responsible for transport (municipalities, provinces): analysis of the area needs in terms of functions to be delegated to PTAs; possibility to attend WSs and TCs, support to the definition and establishment of sustainable transport policies;
- Newly established PTAs: possibility to identify strengths and weaknesses and to improve skills via staff exchange, possibility to attend WSs and TCs;
- Existing PTAs: possibility to compare experiences and exchange knowledge via staff exchange, possibility to attend WSs and TCs;
- Transport Operators: deep understanding of PTAs activity and functions useful to activate synergies to enhance sustainability in the transport field by attending WSs and TCs;
- Universities: support to Local Authorities, enhanced knowledge and upgraded skills on PTAs, possibility to define research actions on PTAs, possibility to attend WSs and TCs.

b) Please explain the innovative character of the expected results in particular compared with possible INTERREG IVC running projects dealing with similar focus (see programme website for further information on running projects). For projects deriving from past INTERREG experiences (follow-up projects), please clarify the added-value of these results compared to the achievements of the previous experience.

EPTA represents an innovative approach to sustain regional and local institutions in tackling mobility issues and promoting sustainable transport, considering the eco-efficiency, environmental protection, energy efficiency, sustainability and cost saving point of view. The result will be the identification of a concrete and replicable MODEL of Public Transport Authority (PTA) and an analysis of its key functions, providing a list of good practices that will be easily taken up to ensure an improvement in transport sector governance. Ongoing projects are mainly focused on transport sustainability recalling the attention on possible actions leading to it; EPTA aims instead at clarifying the competence scenario in which these actions take place and to define an effective governance MODEL for transport and mobility sector focusing on the Public Transport Authority (PTA), both centralized and decentralized, as a strategic actor. Partners are settled in a large number of countries

with mixed experience and different levels of maturation on mobility issues because of policy choices or size of the institution. This transnational approach will lift up common factors of criticalities in transport governance and define good practices for PTA. A roadmap for the improvement of capabilities of local governments in implementing public transport and sustainable mobility solutions will be set. The MODEL will be directly populated by the networking action which can only be ensured through a wide and geographically covered partnership. The pillars of the project will consist in the junction of several knowledge transfer methodologies with communication activities: a) workshop and training courses, b) staff exchange experiences, c) good practices study and transferring of good practices into action. The resulting Position Paper & Guidelines on PTA (D4.4) will be an innovative tool at decision makers' disposal in 8 European languages.

2.1.5 Intensity of cooperation

Please describe the level of intensity of cooperation that you intend to achieve within your project (see chapter 2.1.1 of the programme manual). From fourth call onward, please note that mini-programmes are not possible.

EPTA project will cover cooperation activities of medium level of intensity. In fact the main objectives and actions are structured in three main layers:

- Exchange and dissemination: transferring know-how and experiences from existing and consolidated PTAs;
- Good practices and transferring into action: transferring PTAs good practices to the newly established PTAs or to Local Authorities/Transport Operators that deliver the same activities at local level, when the PTA is not established in order to consolidate the good practices transferring;
- Influence on development policies: evaluating the EPTA results on the two above layers and defining the main options and constraints for a PTA MODEL (centralized or decentralized); influencing the regional/local policies leading to the adoption of the MODEL itself; providing a contribution at EU Level on Public transport and the related PTA role.

Since the EPTA objectives include also a direct transfer of experience among partners it is worth emphasizing that the PTA MODEL could be adopted as a whole or by single component to integrate and complete the existing structure thanks to its modularity. Further to partners directly involved in the project, expression of interests were received from Province of Brescia, Province of Bergamo, Province of Mantova, Province of Bologna, Municipality of Bologna, Federmobilità (IT), Greater Manchester Passenger Transport Executive GMPTE (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan), South East of Scotland Transport Partnership SESTRAN (Clacks, Fife, Falkirk, West Lothian, Edinburgh, Mid Lothian, East Lothian, Scottish Borders),(UK) and Municipality of Brasov (RO). The great interests already expressed for EPTA project by the above mentioned policy makers and stakeholders is an additional guarantee for the dissemination of the planned results.

2.1.6 Approach and methodology

Please describe the approach and the methodology (e.g. sequence, combination and interrelation between the activities; logic behind the different Components) proposed to achieve the project's objectives and to produce the intended outputs and results.

The EPTA partners will benefit from methodological experiences gained in previous projects, especially from FLIPPER project led by SRM, which obtained good impact results. The approach and the methodology are very similar, but with a different subject and no pilot tests. The EPTA project span over a period of 30 months. In order to achieve concrete results in an efficient and effective way, project activities are divided in the following Components: C1 Management and Coordination; C2 Communication and Dissemination; C3 Exchange of Experiences dedicated to the identification and analysis of good practices; C4 Good Practices into action and Policy Tools. Each component is also divided in different tasks with a focus on a specific activity. C1 and C2 are the horizontal tasks. C1 is for administrative, technical and financial coordination as requested by INTERREG IVC. C2 is focused on communication and dissemination activities for the project promotion and the awareness raising on Public

Transport Authorities (PTAs), both centralized and decentralized ones, in the different media channels. The two main operational phases (which in turn consist of 6 and 5 tasks each), are C3 and C4. C3 is dedicated to the knowledge transfer among the different EPTA European areas/entities through thematic workshops, training courses and studies of local framework conditions targeted to PTAs, Local Governments, Transport Operators, Practitioners of different EU areas. The creation of a collection of good practices and learning modules will ensure the knowledge accessibility on the different aspects/policy related to the issue. C3 is the basis for the vertical activities of C4 which is developed at each areas/site by transferring, adopting and evaluating at different level the PTA good practices (Feasibility Studies and GP into action). C4 will also deliver a Cross-evaluation on Feasibility Studies results, consolidate the good practices and define a Position Paper & Guidelines on the

PTA MODEL establishing recommendations for policy makers at Pan-European regional level, taking into account environment, energy, sustainability and also equity and social cohesion objectives. The EPTA structure is based on "building blocks" phases spread over an accurate timetable allowing the partners to implement both "vertical actions" based on their specific needs and horizontal activities. The overall approach ensures the timely production of all the scheduled outputs, avoiding duplication of efforts and ensuring continuous exchange and co-operation throughout the project lifecycle. It also allows EPTA to be easily connected with external actions such as dissemination, cooperation and participation in program-level activities, including possible cooperation with other projects with complementary or similar objectives. The Project Management and all the Task Leaders have substantial previous experience in EU projects and fully understand the requirements and the challenges.

2.1.7 Components of the project		
<p><i>Activities have to be organised logically into a certain number of components. The description of these components is provided in section 3 of the application form. For further information on the components, please refer to the programme manual.</i></p>		
Component 'Preparation Activities'	Title	Preparation activities
	Responsible partner	SRM
Component 1	Title	Management and coordination
	Responsible partner	Lead Partner
	Planned results	A well managed project reaching its objectives, without serious conflict between the partners, without irregularities and with smooth reporting to the programme
Component 2	Title	Communication and dissemination
	Responsible partner	POLIS
	Planned results	Dissemination and promotion of EPTA concepts, outputs and results via the main communication channels. Rising awareness both at targeted and public audience/level about European model for Public Transport Authority.
Component 3	Title	Exchange of experiences dedicated to the identification and analysis of good practices
	Responsible partner	University of Aberdeen
	Planned results	Implementation of a network about PTA MODEL involving 10 Regions from 9 countries and provide knowledge improvement, experience exchange and good practice promotion.
Component 4	Title	Good Practices into action and Policy Tools
	Responsible partner	Almada City Council
	Planned results	Elaboration of 8 feasibility studies and drafting of PTA MODEL concerning different aspects of PTA functions
Component 5	Title	
	Responsible partner	
	Planned results	

Acronym: EPTA

2.1.8 Durability of the project results

Please describe how the durability of the project's achievements will be ensured. How, when and by whom will the outputs be used and how will they be maintained after the end of the project? How will the results/impacts of the project be sustained?

Special attention will be paid to the development of sustainable methods that will increase and expand the knowledge long after the end of the EPTA project. This includes post-project mechanisms for pursuing with the co-operation among the involved partners/areas and with EU programs and counterparts. To this aim, the EPTA consortium has been carefully constructed and its structure will ensure a durable application of the project results.

In particular:

- the capabilities of the involved Public Transport Authorities and Local and Regional Governments will be enhanced thanks to trainings;
- the knowledge exchange among peers is specifically designed to create a network, to extend the possibility for other EU areas and regions to be trained and to provide the basis for cooperation;
- the open access to PTA good practices and website will establish cooperation and benchmark relationship to allow partners and stakeholders to grow together, opening a dialogue that will continue after

the end of the project. The knowledge transfer methodology will create a knowledge basis on PTAs for inexperienced partners and newly born PTAs and for many other entities/regions throughout EU, thus assuring the so-called "local ownership". Furthermore, this structure allows the replication and prolongation of some relevant activities, such as:

- i) a careful alignment of the knowledge transfer with the needs of the involved EPTA Areas;
- ii) workshops and training courses to transfer the capability from skilled partners to the other partners;
- iii) development of a network among peers where a permanent relationship will allow the developing of a common MODEL of PTAs in order to increase the sustainability of the Public Transport sector, via the adoption of related Good Practices and benchmark activity on main issues. This network of excellence will continue the cooperation after the end of the project life;
- iv) development of studies and Good Practices implementation which will allow

the Public Transport Authorities and Local Governments to put the knowledge into practice and establish a PTA;

- v) production of the scheduled promotion materials to raise awareness of the undertaken actions;
 - vi) production of policy guidelines at regional and local levels which will last far beyond the end of the project;
 - vii) EPTA website which will not only provide project and event information but also an online repository of tools and deliverables to support and train local decision makers.
- EPTA focus on capability building, professional knowledge and awareness raising for PTAs and Local Governments' staff, practitioners and operators. Once knowledge is successfully transferred, a sustainable and virtuous process is started as it can be widespread with no additional costs.

2.2 Policy context

2.2.1 Contribution to the programme's objectives and to the Lisbon and Gothenburg agendas

Please describe how the project will help to achieve the objectives of the INTERREG IVC programme and contribute to the Lisbon and Gothenburg agendas. What added value will interregional cooperation bring in this context?

The EPTA project contributes to the evolution of main EU and regional transport policies related to eco-efficiency, environmental protection, energy efficiency, sustainability and cost saving by promoting, developing and disseminating a MODEL of Public Transport Authority as a key tool towards a more sustainable transport. The EPTA project meets the INTERREG IVC objective "to improve the effectiveness of regional and local policies in the field ...of clean and sustainable public transport." and the other related objectives by promoting Europe-wide cooperation among different European regional and local Authorities with the aim to transfer and exchange experiences and good practices in different European regions (matching more experienced areas with less experienced regions/sites) thus improving the effectiveness of regional policies. Furthermore planned activities within the project such as Workshops, Training Courses, development of Website training are successfully proven to make

the good practices identified available to other regional and local actors, such as:

- Public Transport Authorities, on the definition of their competencies in a PTA MODEL and by raising knowledge on the different aspects related to good practices
- Policy decision makers, on transport policy new approaches and solutions at regional and European level taking into account environment, energy and sustainability
- Transport operators, for the improvement of the relationships with decision makers. Citizens will indirectly benefit in terms of transport efficiency, service accessibility and overall quality of life.

The spreading of PTA MODEL good practices across many European regions promote innovative transport governance, that could contribute to the main objectives and priorities of Lisbon and Gothenburg agendas:

i) pushing overall economic sustainable transport and mobility management with measurable cost benefit relations through strategic sustainability policies;

ii) reducing the levels of congestion, noise, pollution and the associated energy consumption encouraging the use of environment-friendly modes of transport.

Furthermore, these two dimensions also affect social sustainability leading to a better standard of living, for which public transport is an essential element. The number of established PTAs across Europe is relatively low and mainly related to large sized cities or metropolitan areas (see EMTA). The problems that PTAs deal with are felt as strategic also by smaller and less developed cities/areas who often aspire to a PTA MODEL. A well balanced comparison of a wide range of experiences coming from different European regions is an excellent basis to select the good practices that will compose the PTA MODEL. Interregional cooperation, as a methodology in implementing EPTA activities, brings an added value related to the project objective itself; the design of a MODEL requires an ex-ante analysis of the state-of-the-art in the

involved areas, a comparison and evaluation of different experiences, a selection of relevant good practices and the setting up of the final and comprehensive MODEL for a PTA. The cooperation among the involved regions allows all the above mentioned steps in the Public Transport Authority MODEL design and guarantees richness and value of the model itself. The consortium has been specifically built on a variety of categories of partners operating in various geographical contexts with different level of expertise. In such an interregional context the PTA MODEL could become widespread as a result of an integrated approach to improve the transport governance. The consortium brings experience from partners in countries where deregulated, privatized services are commonplace (UK) and more centralized state controlled systems (other EU partners). This will aid the understanding of the issues that are being faced particularly in the current economic climate by authorities throughout Europe.

2.2.2 Involvement of the relevant policy makers

For the Capitalisation Projects, please explain how, in each participating region, the relevant bodies responsible for the Operational Programme will be involved? These explanations will be complementary to the information provided in section 5 ('Relevance of the partner'). For further information, please refer to the programme manual.

Acronym: EPTA

2.2.3 Consistency of the project with EU horizontal policies

a) Equal opportunities

Please state if the project will:

- have its main focus on equal opportunities
 be positive in terms of equal opportunities
 be neutral in terms of equal opportunities

b) Environmental sustainability

Please state if the project will:

- have its main focus on environmental sustainability
 be positive in terms of environmental sustainability
 be neutral in terms of environmental sustainability

c) Consistency of the project's theme with EU horizontal policies

Please explain how the theme tackled by your project will address directly or indirectly each of the two EU horizontal policies.

The Climate and Energy Package adopted by the EU sets a series of demanding climate and energy targets to be met by 2020, known as the "20-20-20" targets (reduction in EU greenhouse gas emissions of at least 20% below 1990 levels, 20% of EU energy consumption to come from renewable resources and a 20% reduction in primary energy use compared with projected levels, to be achieved by improving energy efficiency). "Energy is the source of almost four fifths of total greenhouse gas emissions in the EU. Of these, the transport sector contributes to around one third. Transport activity is indeed a major user of non-renewable energy resources. Road transport accounts for about 84% of CO2 emissions from transport."(Interreg IVC Operational Programme). In the meanwhile, the Communication from the Commission 'A sustainable future for transport: Towards an integrated, technology-led and user friendly system' (2009) highlights that transport is an essential component

of the European economy. The European Transport Policy (ETP) has assisted social and economic cohesion and promoted the competitiveness of the European Union therefore contributing significantly to the Lisbon Agenda for Growth and Jobs. Less significant, however, have been the results with respect to Environmental sustainability objectives: more needs to be done, above all to reduce emissions in urban and peri-urban areas as a basis for a general emissions reduction related to transport. On the other hand, transport is a factor of social inclusion: a good transport system could be a means to overcome inequalities and prevail on barriers that hinder the enjoyment of citizenship rights, preventing the risk of loneliness and social exclusion of most of disadvantaged people, especially elderly and persons with disabilities.

The complexity of a consistent answer to the two EU horizontal policies requirements lead to push decision makers to adopt a coordinated governance approach. For this reason it is important to coordinate competences among different stakeholders at different levels. The EPTA project will design a MODEL for transport governance via the establishment of Public Transport Authorities as point of convergence and awareness where the decisions will be taken accordingly to local needs and European policies. All the results of EPTA project will be delivered accordingly to the two EU horizontal policies and on specific transport related policies towards sustainability.

d) Consistency of the project's implementation with EU horizontal policies

Please explain how the day-to-day implementation of your project may address equal opportunities and how it may impact the environment.

EPTA defines a new sustainable policy and operational scenario by transferring good practices and experiences among the different European regions and Public Transport Authorities. The experience of existing PTAs are considered an essential component of the Public Transport Services, as requested by the EU Policies; others have already been planned by several Local Governments in Europe. The EPTA PTA MODEL can be achieved only if the different involved actors have a right "role" and work at local level starting from the areas/citizens needs and if incorporated within the general sustainable solution. In light of the importance of equal opportunities for thematic issue of transport, during the project, information regarding the involvement of women in transport systems governance and management will be systematically collected and processed. Whenever appropriate, data collection and processing will be broken down also by gender. Furthermore, in all consultation activities foreseen,

a special attention will be paid to the involvement of women. Likewise, in the dialogue and contacts with national policy makers, scientific advisors and other relevant stakeholders, gender aspects will be taken into account. Particular attention will be devoted to equal opportunities in dissemination and communication activities; tools (website, Newsletters, Staff Exchanges, Workshops and Training Courses) that will be used and/or arranged during the project life, will be as much as possible gender accurate. In this field besides gender accuracy, a broader accessibility policy will be pursued in order to guarantee a wide and non-discriminatory access to every source of information provided by EPTA project. People with disabilities will have indeed equal access to trainings, workshops and final conference facilities. The website contents will also follow up to date international standards or guidelines (WCAG 2.0 or other) to grant equal access. Complementary to

the formal project meetings, informal communication between partners will be encouraged at all times. For ease of communication, use of e-mail, VoIP, and videoconferencing facilities will be encouraged between project meetings. This will help the environment by partially eliminating the need of partners to travel around Europe. The EPTA website will contain all the proceedings produced after each event avoiding unnecessary printings. Dissemination materials and other documents will be printed out only in few needed copies and on recycled paper following the most up to date environmental standards. When possible the use of rail transport for staff travelling will be encouraged taking into account cost and time effectiveness. During Good Practices collection and Feasibility Study drafting particular attention will be paid to environmental experiences of partners involved such as the experience in transport solutions close to NATURA 2000 sites and protected areas and landscapes.

2.3 Management and coordination

2.3.1 Coordination

a) Will coordination be sub-contracted?

no

b) Details of the coordinator

Name	Caterina Freitas		
Institution	Almada City Council		
Address	Rua Bernardo Francisco da Costa, 42		
Postal code	2800-029		
Town	Almada		
Country	PT		
Phone (office)	+351 21 2722510	(mobile)	
Fax	+351 21 2722519		
Email	cfreitas@cma.m-almada.pt		

c) Management and coordination

Please describe the main coordination tasks and the way the day-to-day management of the project will be organised.

The "Management and Coordination" task will put in place an efficient and effective EPTA project management to ensure that all the project objectives are achieved within time, cost and available resources. The Lead Partner (LP) and Financial Manager (FM) SRM, fully supported by Coordinator (CO-ACC P3) takes on the responsibility for the successful management, communication, implementation and coordination of the activities among the involved partners. The main objectives of this component aim at achieving:

- a proper, complete and timely flow of all project documentation, including administrative reporting, deliverables and review documents;
- a production of project outputs (both at project and at local level) complying with the planned time and set deadlines, the allocated budget and available resources and the quality control constraints;
- the respect of the correct procedures when reporting to the Commission services;
- an internal technical quality control of project activities

and of related results;

- the correct assessment of the project technical progress in relation to the planning and desired objectives by monitoring the technical project activities and strategies development;
- the development of mechanisms for identifying potential technical/operational problems and the necessary corrective actions for sorting them out if necessary;
- the transfer of EU funds to the partners without delay in compliance with the amounts reported in the progress report;
- the provision of an effective linkage between the project and all interested parties. From one side the LP, fully supported by CO, will establish the procedures, structures and resources for all the co-ordination activities within the first months of the project taking on board the advice and opinions of all the other partners.

The activities of this component will be tackled through the effective participation of all partners at strategic, technical and evaluation levels. In the day-to-day management all partners will be solicited by e-mail, phone and fax in order to actively participate and to provide their feedback as far as the financial and technical management activities are concerned. Partners will be also involved directly in the decision making process during the Steering Committee meetings which will be periodically organised so as to check the overall progress of the project and establish any corrective actions if necessary.

2.3.2 Financial management

a) Will financial management be sub-contracted?

b) Details of the Financial Manager

Name	Dora Ramazzotti		
Institution	SRM - Networks and Mobility (Public Transport Authority Bologna)		
Address	Via A. Magenta, 16		
Postal code	40128		
Town	Bologna		
Country	IT		
Phone (office)	+39 051 361328	(mobile)	+39 347 4018131
Fax	+39 051 361260		
Email	dora.ramazzotti@srbologna.it		

c) Financial management

Please describe the main tasks of the financial manager and the way the day-to-day financial management of the project will be organised.

The LP, as the prime beneficiary, is responsible for the internal handling of the ERDF and national co-financing and acts as the prime channel between the Interreg IVC Managing Authority and the project. LP will have responsibility for complying with all administrative and financial commitments. Even though the full administrative and financial responsibility for the operation lies with the LP, who will be in charge of the expenses accounting and financial reporting. The main activities related to the financial management concern:

- the management of the EU funds within the project and a secure and efficient transfer of funds to the individual partners;
- a proper, complete and timely flow of all the administrative documentation (e.g. progress reports, cost statements, etc.);
- the elaboration at the end of each six-months period, of the six-months Progress Reports for the consortium containing a retrospective accounting of the total costs, incurred during the reporting period,

concerning the actions carried out by all the partners;

- the submission of the progress reports to the Commission complying with the indicated deadlines;
- the elaboration of the final financial management report;
- the development of mechanisms for identifying potential technical/operational problems and the necessary corrective actions for sorting them out if necessary;
- answering to all possible requests and questions of the MA;
- monitoring the level of the expenses sustained by the partners throughout the project, in terms of budget lines, components and six-months periods;
- providing the partners with all necessary information and support them in the elaboration of the reports and contributions requested by the MA.

Concerning the elaboration of the periodic progress report, the LP will appoint an auditor, independent from the operation's activities, who will sign the Financial report, certifying the eligibility of the declared expenditure.

Each partner has to obtain the certification of his own expenses in accordance with the rules of his country (centralized public certification authority or independent private auditor) and has to provide the certificate to the LP, together with the progress report about local activities progress. Having collected all partners' certificates, the LP will submit the refund request to the MA, correctly filling the forms provided by the MA, together with the copies of expenses documents and the progress report of the project activities elaborated with the contribution of all partners. The LP will receive, in his bank account, the whole consortium's ERDF and national co-financing refund and he will share it among partners accordingly with the amount of certified expenses of each of them. All partners will keep the expense documents for 3 years after the final payment and will employ proper project accounting practices.

2.3.3 Strategic level

Please describe the decision-making, monitoring and evaluation structure of the project, including the composition of the steering group, its competences and procedures.

The LP, fully supported by CO, will act at the top level strategic monitoring and planning level, strengthening the political support to the project, and organising meetings and promotional activities. The appointed CO – ACC P3 - will be in charge of a correct technical management of the project throughout the entire project duration, while the LP will manage the administrative issues of the project during the whole project lifetime. The evaluation of project status and any decision regarding contract implementation will be dealt with through a simple management and decision structure – the EPTA Steering Committee (SC) – involving the whole Consortium. The LP, fully supported by the CO, will chair the EPTA SC.

The SC will be composed of one representative for each partner. The Steering Committee will confirm the internal Partnership Agreement drawn up by the LP which will commit all project participants to achieve the objectives established within the indicated time, budget and quality constraints. The Steering Committee will be responsible for any modifications to the project, and for any corrective actions that may be considered necessary. The Steering Committee will represent the highest-level decision-taking and oversight entity of the Consortium. Each SC will ensure the overall guidance of the project with respect to the adopted work plan. The Steering Committee will meet every six months, but may also be convened to deal with exceptional issues.

Procedures for the Steering Committee meeting will be established at the beginning of the project. All reasonable efforts will be taken to achieve consensus, but ultimately majority decisions will be taken on contentious issues to allow rapid corrective action. All meetings will be based on a pre-agreed agenda with documentation distributed in advance and will be fully reported in the minutes. Procedures will also be put in place to allow decisions or authorisations to be made remotely, thus avoiding the expense of otherwise unnecessary meetings, or procedural delays.

2.3.4 Roles and tasks among the partners

Please describe if there is any division of roles and tasks among the partners as far as coordination is concerned (e.g. partners responsible for administrative and/or financial tasks, components and/or activities).

The management and coordination structure of EPTA is based on a clear share of responsibilities, decision-making and communications channels. The LP, fully supported by ACC P3, will:

- act as the prime channel between the Interreg IVC Managing Authority and the project, with responsibility for complying with all contractual, legal and administrative commitments;
- draw up a Partnership Agreement which will be signed by all partners thus committing them to the effective, timely and co-operative achievement of the EPTA project;
- establish the internal agreements and working mechanisms among the partners;
- oversee and supervise the proper progress of all the technical and administrative work both at project and at site level;
- chair the Steering Committee;
- request and receive payments of programme funding transfer ERDF funds to the partners without delay according

to the amounts reported in the progress reports;

- ensure that all project reports are timely and correctly submitted to the MA;
- divide the tasks among the partners involved in the project and ensure the achievement of the results planned and of the expected outputs.

The CO will be in charge of the correct technical management of the project throughout the entire project duration as well as checking the quality of the deliverables and liaises with the Task leaders. The CO will organize and document the project meetings, coordinate the project activities throughout the project's life and will assure the INTERREG IVC level outputs. The LP, in the field of the administrative obligations, will also organize, prepare and give instruction to the partners for preparing the needed documentation for obtaining the certification

of expenses and submitting the refund requests. The CO will produce the Internal Quality Handbook during the first months of the project lifetime to establish common procedures for project development and to implement the quality control procedures for EPTA. Each Task will have a Leader chosen due its previous experiences and capabilities. These Leaders will be responsible to develop an implementation plan and to assure the successful completion of the task activities. Each leader will coordinate task implementation, Deliverables releases and their quality and will ensure the achievement of the task goals. At site level each partner will plan, organise and manage its planned activities, the needed resources and regulatory clearances to realize the exchange of experiences and the feasibility studies.

Section 3: Components

3.0 Component 'Preparation activities'

Title	Preparation activities
Total eligible costs	11 200,00 €
Responsible partner	SRM

Please describe the preparation activities which have taken place

Development of the project idea and partner search also through the INTERREG IVC facilities (International Cooperation Forum in Budapest, February 2011- National Infoday in Lamezia Terme, March 2011) and via the tool of the INTERREG IVC website for Partners search. The Consortium is a result of consolidated working collaborations established in previous projects on the one hand, and new contacts resulted from the partners search activity. Once the Consortium was consolidated, all partners were being daily contacted through e-mail, phone, Skype and fax, for agreeing on the project activities, objectives to reach and budget. Meetings with most experienced involved partners for setting up the structure of the proposal were held in Italy. Discussion of the proposal focus. Filling in the Application Form. Constant feedback by the involved partners for the elaboration of the requested contribution and documentation; finalisation of the proposal.

Outputs: Application Form (D0.1)

3.1 Component 1

3.1.1 Component main features

Title	Management and coordination	
Total eligible costs	259 160,00 €	
Responsible partner	Lead Partner	
Planned results	A well managed project reaching its objectives, without serious conflict between the partners, without irregularities and with smooth reporting to the programme	
Output indicators	Indicators	Target
	Average number of Steering Committee (SC) meetings organised per year	2

3.1.2 Component general description

Information on the way the management and coordination will be carried out has to be provided in section 2.3 of the Application Form.

3.1.3 Detailed work plan		EPTA	Acronym: EPTA
<p>Please describe as precisely as possible the activities planned per semester as well as the related outputs. Outputs should be quantified and in line with the information provided in sections 2.1.4 and 3.2.1 of the application (if no activities and outputs are planned in a semester, please indicate 'not applicable' in the relevant fields).</p>			
Activities Jan-Jun 2011			Acronym: EPTA
Output(s)			
Activities Jul-Dec 2011			
Output(s)			
Activities Jan-Jun 2012	<p>The LP will sign a Subsidy Contract with the MA for the amount of the subsidy and which will define the rules for the project progress. In the preparation phase the LP has already agreed that partner ACC P3 will be in charge of Coordination (CO) activities. The Partnership Agreement will be drafted to be signed by all partners and submitted to the MA in order to commit all the consortium to the effective, timely and cooperative compliance with the EPTA project proposal. The LP, supported by CO, will organise the 1st Interregional Steering Committee Meeting (KO-SC1) to discuss the 6 months targets, reporting procedures and the planned project activities organisation. Participants will agree a short-term action list with the minutes of the meeting. The 2nd Steering Committee meeting (SC) will be organised during the 1st interregional event (WS1-TC1). The CO will produce the Internal Quality Handbook (D1.1) on project development and quality control procedures.</p>		
Output(s)	<p>1 Subsidy Contract signed with the MA - 1st draft of the Partnership Agreement 1st Interregional Steering Committee Meeting (Kick Off meeting - SC1), Jan 2012 - 2nd Interregional Steering Committee Meeting (SC2), May 2012 - Minutes of the Steering Committee Meetings (Mar 2012 – Jun 2012) 1st draft of the deliverable "Internal Quality Handbook" (D1.1), Mar 2012 Final version of the Internal Quality Handbook (D1.1), Jun 2012</p>		
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Activities Jul-Dec 2012	The LP, fully supported by CO, will oversee the project's technical progress and partners levels of expenses. The LP and the CO will prepare the first refund request and progress report, including all the certified costs of the partners. The LP will also submit the first refund request to the external auditor for administrative control and then to JTS. The 3rd Steering Committee meeting will be organised, during the second interregional event (WS2-TC2). The definitive version of Partnership Agreement is signed during the SC3 and delivered to the LP.
Output(s)	1 Signed Partnership Agreement, Sep 2012 1st Progress report including Financial report and Audits (PR1), Oct 2012 3rd Interregional Steering Committee meeting (SC3), Sep 2012 Minutes of the 3rd Interregional Steering committee meeting, Nov 2012
Activities Jan-Jun 2013	The LP, fully supported by CO, will continue to monitor the project technical progress and partners level of expenses. The LP will prepare the second refund request, including all the certified costs of the partners. The second refund request will be submitted to the external auditor for final control before sending it to JTS. The 4th Steering Committee meeting will be organised. A Mid-term report (MT) will also be produced in order to assess the need of making any modifications or taking remedial actions regarding time schedule and activities progress and also to evaluate the need for a budget reallocation.
Output(s)	2nd Progress Report including Financial report and Audits (PR2), Apr 2013 Mid-Term report (MT), Apr 2013 4th Interregional Steering Committee meeting (SC4), Mar 2013 Minutes of the 4th Steering Committee Meeting, May 2013
Activities Jul-Dec 2013	The LP, fully supported by CO, will pursue on checking the project technical progress and partners level of expenses. The LP will prepare the third refund request, including all the certified costs of the partners. The third refund request will be submitted to the external auditor for final control before sending it to JTS. The 5th Interregional Steering Committee meeting will be organised.
Output(s)	3rd Progress Report including Financial report and Audits (PR3), Oct 2013 5th Interregional Steering Committee meeting (SC5), Nov 2013 Minutes of the 5th Steering Committee Meeting, Dec 2013

<p>Activities Jan-Jun 2014</p>	<p>The LP, fully supported by CO, will continue to monitor the project technical progress and partners level of expenses. The LP will prepare the fourth refund request, including all the certified costs of the partners. It will be submitted to the external auditor for final control before sending it to JTS. The sixth and last Steering Committee Meeting to assess the obtained results and outputs and evaluate possible follow up for the future will be organized. The LP, fully supported by CO, will monitor the local projects technical progress and partners level of expenses in order to close the project within the deadlines. The LP will also prepare the fifth refund request for payment, including all the final certified costs of the partners. The LP will then submit it to the external auditor for final control before sending it to JTS. The final progress report on project activities will be also released.</p>
<p>Output(s)</p>	<p>6th Interregional Steering Committee meeting (SC6), Mar 2014 4th Progress Report including Financial report and Audits (PR4), Apr 2014 Minutes of the 6th Steering Committee Meeting, May 2014 5th Progress Report including Financial report and Audits (PR5) Final Report (FR)</p>
<p>Activities Jul-Dec 2014</p>	
<p>Output(s)</p>	

3.2 Component 2

3.2.1 Component main features

Title	Communication and dissemination	
Total eligible costs	238 600,00 €	
Responsible partner	POLIS	
Planned results	Dissemination and promotion of EPTA concepts, outputs and results via the main communication channels. Rising awareness both at targeted and public audience/level about European model for Public Transport Authority.	
Output indicators	Indicators	Target
	N° of press releases disseminated	19
	N° of brochures created	2
	N° of copies of brochures disseminated	2800
	N° of newsletters created	7
	N° of copies of newsletters disseminated	3500
	N° of dissemination events organised	1
	N° of other events participated in	10
Possible additional output indicators	N° of website	1
	N° of website manual	1
	N° of Local Promotion Plan (LP)	8
Result indicators	Indicators	Target
	N° of articles/appearances in press and media	25
	Estimated n° of participants in events	700
	Average n° of visits per month on operation's website	150
Possible additional result indicators	Participants to the Final Conference	150

3.2.2 Component general description

Please describe the content of this component in further detail (e.g. issue tackled, proposed approach, nature of the planned activities). For further information on the components, please refer to the programme manual.

The aim of the C2 is the dissemination of project activities, results and outputs within local, regional, national and European target stakeholders (policy makers, authorities, transport operators). The strong promotion of the EPTA MODEL, methodologies and results will be a key activity and last until the end of the project. C2 is led by POLIS P6 and divided in 4 tasks:

T2.1 – European Dissemination & Regional Promotion. Leader POLIS P6. All partners will contribute to the wide dissemination of the 2 project brochures and 7 newsletters. In accordance with other partners, POLIS will produce a "Dissemination Plan" (D2.1), which will define all the promotion activities, modalities, responsibilities and timing. Dissemination activities will be carried out both at the regional (local promotion plan by each partner) and European (general dissemination) level. The local promotion will be based on the distribution of EPTA dissemination materials (brochures, newsletters) to a target audience

as local authorities, transport operators and other kind of stakeholders involved in mobility sector, as well as on the organization of local seminars and workshops addressed to the same target. The general dissemination will be achieved thanks to the distribution of the material defined by EPTA consortium to all events, workshops and training courses. BRA P8 will support the activities under POLIS supervision.

T2.2 – Conferences Attendance and Press release dissemination. Leader POLIS P6 will lead the task and report on project partners attendance at 10 International conferences during the project life. All partners will disseminate EPTA results through 3 specific press releases, articles and other targeted literature. Main contributors will be SRM LP, ACC P3, UNIABDN P5 and THEPTA P9.

T2.3 –European Final project Conference. Leader POLIS P6 will organise, together with all partners, the final conference titled "The EPTA MODEL - A key factory leading to transport sustainability.

Good Practices, impacts and commitments", which will be held in Brussels spreading EPTA results to a qualified audience as policy makers, public authorities, EU Institutions and to other target stakeholders. T2.4: EPTA website. Leader BRA P8 is responsible for the website implementation and management. UNIABDN P5 will contribute, thanks to experience in websites management. The website will mainly provide information about approach and methodologies adopted, achieved results, official documents and deliverables, newsletters, workshops and other related materials. EPTA website will be accessible constantly updated all along the project life. Events on-line streaming will be ensured. Visitors will also have access to on-line training courses and workshop proceedings. Website will be divided into 2 sections: a public area to promote the projects concepts and a private area where project files and deliverables are uploaded. All the partners will contribute to these tasks.

3.2.3 Detailed work plan		EPTA	Acronym: EPTA
<p>Please describe as precisely as possible the activities planned per semester as well as the related outputs. Outputs should be quantified and in line with the information provided in sections 2.1.4 and 3.2.1 of the application (if no activities and outputs are planned in a semester, please indicate 'not applicable' in the relevant fields).</p>			
Activities Jan-Jun 2011			Acronym: EPTA
Output(s)			
Activities Jul-Dec 2011			
Output(s)			
Activities Jan-Jun 2012	<p>T2.1: Leader POLIS and other partners will elaborate a first draft of the Dissemination Plan (D2.1) to define EPTA Templates/Logo, contents and format of Brochures and Newsletters. Each partner will elaborate a Local Promotion Plan (LPP) and implement promotion and dissemination activities at regional level (in seminars and WSs) and at European level (dissemination of EPTA materials at interregional meetings, website updating and advertising). POLIS, with the operative support of BRA will publish on the web site: 1st Newsletter (News1) about the EPTA content and objectives; 1st EPTA Brochure (Broch1), translated in each partners language and disseminated during the WS1.</p> <p>T2.2: POLIS will draft a press release (Press0) for promoting the launch of the project during the Kick of Meeting in Bologna and a 2nd one (Press1) for WS1 to be held in Almada.</p> <p>T2.4: BRA together with UNIABDN will design and manage the EPTA website. A Website Manual (D2.2) will be delivered.</p>		
Output(s)	<p>1st Press release (Press0), Jan 2012 - 1st draft of the Dissemination Plan (D2.1), Feb 2012 EPTA Project Logo, Mar 2012 - EPTA official Templates, Mar 2012 - 1st Brochure (Broch1) translated in all partners languages, Apr 2012 - Final version of Dissemination Plan (D2.1), May 2012 - EPTA Website Manual (D2.2), May 2012 Local Promotion Plans (LPP), May 2012 - 1st Newsletter (News1), Jun 2012</p>		

Activities Jul-Dec 2012	<p>T2.1: POLIS with the contribution of all partners will release and publish on the website the 2nd Newsletter (News2), that will be produced after 2nd EPTA event (WS2 ad TC2) to be held in Thessaloniki.</p> <p>T2.2: All the partners, under POLIS supervision, will monitor possible occasions of dissemination of EPTA projects at International conferences.</p> <p>Task 2.4: The Task Leader BRA will manage the EPTA website</p>
Output(s)	2nd Newsletter (News2), Oct 2012
Activities Jan-Jun 2013	<p>T2.1: POLIS with the contribution of all partners will release the 3rd Newsletter (News3) after the 3rd EPTA event (WS3-TC3) to be held in Prague, while the 4th Newsletter (News4) will be released after the 4th EPTA event (WS4) to be held in Brasov.</p> <p>T2.2: POLIS will lead the attendance of project partners in several international conferences where EPTA project will be promoted. The Task Leader with all the other partners will spread the 2nd press release (Press2) in order to raise awareness on the EPTA project in a wider target audience and to advertise WS4.</p> <p>T2.4: BRA and UNIABDN with the contribution of all partners will constantly update the EPTA website using EPTA Workshops (WSs) and Training Courses (TCs) proceedings. Since this phase of the project, partners will effectively use the website as a tool for finding and sharing useful information about Public Transport Authority Models.</p>
Output(s)	<p>3rd Newsletter (News3), Jan 2013</p> <p>2nd press release (Press2), Mar 2013</p> <p>4th Newsletter (News4), Apr 2013</p>
Activities Jul-Dec 2013	<p>T2.1: All partners will keep contacts with local governments, transport operators and other target stakeholders at local & inter/national level in order to strongly promote the EPTA tools and to start influencing their policy. Newsletter (News5) will be released after the 5th EPTA event (WS5-TC4) to be held in Rogaland. The 6th newsletters (News6) will be released after the 6th EPTA event (WS6-TC5) to be held in Razlog.</p> <p>T2.2: POLIS will continue overlooking the partners' attendance to international conferences in order to raise awareness on EPTA outcomes.</p> <p>T2.3: POLIS with the contribution of all partners will start managing the organization of the Final Conference.</p> <p>T2.4: The Task Leader, UNIABDN and all partners will carry on updating the project website.</p>
Output(s)	<p>5th Newsletter (News5), Aug 2013</p> <p>6th Newsletter (News6), Dec 2013</p>

<p>Activities Jan-Jun 2014</p>	<p>T2.1: All partners, according to the Dissemination Plan (D2), will keep disseminating EPTA outcomes towards local governments and mobility relevant stakeholders both at local and European level. The 7th newsletters (News7) will be released after the 7th EPTA event (WS7-TC6) to be held in Aberdeen. The 2nd Brochure (Broch2) will be realized and distributed at the Final Conference.</p> <p>T2.2: All partners will continue to promote EPTA project in international conferences. POLIS and all partners will release the 3rd press release (Press3) on EPTA project outcomes and to advertise Final Conference (FC).</p> <p>T2.3: POLIS will organize the FC targeted to a wide professional audience such as policy makers, local governments, transport operators and other stakeholders of the transport & mobility sector, in order to disseminate EPTA results.</p> <p>T2.4: BRA and other partners will carry on updating the EPTA web site with news and events information and proceedings (WS7, TC6, FC).</p>
<p>Output(s)</p>	<p>2nd Brochure (Broch2) translated in all partners languages, Apr 2014 Final Conference (FC), May 2014 7th Newsletter (News7), May 2014</p>
<p>Activities Jul-Dec 2014</p>	
<p>Output(s)</p>	

3.3 Component 3			Acronym: EPTA
3.3.1 Component main features			
Title	Exchange of experiences dedicated to the identification and analysis of good practices		
Total eligible costs	453 196,00 €		
Responsible partner	University of Aberdeen		
Planned results	Implementation of a network about PTA MODEL involving 10 Regions from 9 countries and provide knowledge improvement, experience exchange and good practice promotion.		
Output indicators	Indicators	Target	
	N° of interregional events (seminars, workshops, study visits, etc.) organised by the project to exchange experience	22	
	Total N° of participants in all these interregional events	550	
	N° of good practices identified	20	
	N° of regional/local policies and instruments addressed in the field tackled by the operation	12	
	Number of implementation plans developed (applicable only from fourth call onward)	8	
Possible additional output indicators	Staff exchange carried out	3	
	Case Studies collected	11	
Result indicators	Indicators	Target	
	N° of staff members with increased capacity (knowledge/skills/expertise) resulting from the exchange of experience at interregional events	85	
	N° of good practices successfully transferred (if applicable)	16	
	N° of regional/local policies and instruments improved in the field tackled by the operation	8	
Possible additional result indicators	Staff with increased capacity from Staff Exchange	15	

3.3.2 Component general description

Please describe the content of this component in further detail (e.g. issue tackled, proposed approach, nature of the planned activities). For further information on the components, please refer to the programme manual.

C3 is the project core element; it is based on a "peer education" methodology among partners, applied to Mobility and Public Transport governance. Experiences in Public Transport Authority (PTA) establishment and management (facing processes and problems) will be transferred from "teaching" to "learning" partners. Each partner could play different roles according to its experience in each good practice. The Component Leader UNIABDN will supervise the following tasks:

Task 3.1 – "Good Practices identification". Leader SRM LP will lead the task with the aim to investigate on PTA 7 key functions and their good practices identification and implementation. As a result a Case Studies Collection (D3.1) will summarize the good practices on the 7 key functions as PTA MODEL.

Task 3.2-"Training courses". Leader UNIABDN P5. All partners will participate to the 6 courses addressed to local governments, PTAs, transport operators, users communities, etc. Trainings will follow classroom style modules

supported by discussions and explanation on course materials. A session called "technicians at work" will allow the trainees to present their own cases and ask advice to an experts round table. Training courses will ensure the transfer of know-how on PTA MODEL among partners and any other delegates. TCs proceedings will be uploaded on EPTA website. Task 3.3-"Thematic Workshops". Leader UNIABDN P5. 7 Workshops will be addressed to a wider audience with the aim of transferring facts and figures on PTA MODEL and developing relationships among stakeholders for further cooperation.

Task 3.4-"Staff Exchange". Leader CREM P10. Partners staff will have the possibility to "learn by doing" during staff exchanges. Short study-visits will be arranged at experienced partner venues to study and face real cases of PTA management and deepen the knowledge of existing organizations.

Task 3.5-"Website on-line training" Leader UNIABDN P5. This task aims at enlarging the network of

stakeholders (Municipalities, Regional Authorities, associations, transport companies, etc.) involved in the project activities. The on-line training is a tool that allows a focused distance learning to all the interested people not able to participate to EPTA events. The website will contain different sets of information for different users categories and stakeholders.

Task 3.6 – "Implementation Plans" (D3.2) Leader RER P2. Each partner will draft an Implementation Plan based on data coming from D4.1 Feasibility study report and D4.2 Practice into Action. Implementation Plan will report on how each partner has acted in the EPTA execution phase and how it will give continuity to the integration process of the lessons learnt especially from workshops, training courses and staff exchanges.

3.3.3 Detailed work plan		EPTA	Acronym: EPTA
<p>Please describe as precisely as possible the activities planned per semester as well as the related outputs. Outputs should be quantified and in line with the information provided in sections 2.1.4 and 3.3.1 of the application (if no activities and outputs are planned in a semester, please indicate 'not applicable' in the relevant fields).</p>			
Activities Jan-Jun 2011			Acronym: EPTA
Output(s)			
Activities Jul-Dec 2011			
Output(s)			
Activities Jan-Jun 2012	<p>T3.1: Component Leader UNIABDN and TL SRM will study and identify the 7 key functions of a PTA MODEL involving all project partners. Each partner will define a PTA MODEL meeting its specific needs. SRM will elaborate the Case Study Collection (D3.1).</p> <p>T3.2: 1st TC will be organised by ACC in Almada with the support of UNIABDN. At least 2 participants per partner will attend the event aiming at transferring know-how on PTA MODEL. T3.3: ACC will organise the 1st WS.</p> <p>T3.4: CREM will schedule the Staff Exchange Program (SE).</p> <p>T3.5: UNIABDN and BRA will elaborate and update a "Website on-line training" structure (WST0), including proceedings of TC1 and WS1 and any other relevant documentation on the topic.</p>		
Output(s)	<p>Report on PTA functions (PTA Fun), Mar 2012 - PTA existing Models (PTA Mod), Mar 2012</p> <p>D.3.1 Case Study Collection, Apr 2012 - Draft Staff exchange programme (SE), May 2012 - 1st Training Course (TC1) "PTA daily activities: how to exploit the full potential", May 2012 - 1st Workshop (WS1) "The PTA: Models, competences, activities. The state of the art", May 2012 - First draft of Website on-line training (WST0), Jun 2012</p> <p>WS1 and TC1 materials on "Website on-line training" (WST0), Jun 2012</p>		

Activities Jul-Dec 2012	<p>T3.2: THEPTA P9 will organise the 2nd TC2 on "The Feasibility Study as a powerful tool". It will be held in Thessaloniki along with SC3. PRA P11 will lead and host in Prague the 3rd Training Course (TC3) titled "Tender Models, offer evaluation, awarding procedure".</p> <p>T3.3: THEPTA will host the 2nd WS titled "Mobility Planning Strategy: a shared activity for better energy, environmental and economic results". PRA P11 will organise the 3rd WS on "Transport service tendering: a key moment to change things".</p> <p>T3.4: CREM P10 will introduce the Staff Exchange program during SC3.</p> <p>T3.5: BRA will update the "Website on-line training" contents with all TC and WS materials and proceedings and with any other relevant documentation on the topic (WST1).</p>
Output(s)	<p>2nd Training Course(TC2), "The Feasibility Study as a powerful tool", Sep 2012 - 2nd Workshop(WS2), "Mobility Planning Strategy: a shared activity for better energy, environmental and economic results", Sep 2012 - 3rd Training Course(TC3) "Tender Models, offer evaluation, awarding procedure", Dec 2012 - 3rd Workshop(WS3) "Transport service tendering: a key moment to change things", Dec 2012 - Staff Exchange Program(SE), Sept 2012 - TC2 and WS2 materials on "Website on-line training" (WST1), Oct 2012</p>
Activities Jan-Jun 2013	<p>T3.3: BRA P8 will host the 4th Workshop (WS4) titled "Intermodality and co-modality: tools for sustainability". The WS will be held along with the SC4.</p> <p>T3.4: 1st and 2nd Staff Exchanges (SE1-SE2) among hosting and sending partners' staff. The Staff Exchange program (SE) will define the timing and the partners involved.</p> <p>T3.5: BRA P8 will update the "Website on-line training" contents with WS4 materials and proceedings and with any other relevant documentation on the topic.</p>
Output(s)	<p>TC3 and WS3 proceedings on "Website on-line training" (WST2), Jan 2013 1st Staff Exchange (SE1), Jan 2013 4th Workshop (WS4), "Intermodality and co-modality: tools for sustainability", March 2013 2nd Staff Exchange (SE2), May 2013 WS4 materials on "Website on-line training" (WST3), May 2013</p>
Activities Jul-Dec 2013	<p>T3.2: ROGFK P4 will host the 4th Training Course (TC4) "Funding for services: to operators or to citizens?". It will be held in Stavanger. RAZ P7 will host the 5th Training Course (TC5) on "Good Practices for the service contract management".</p> <p>T3.3: ROGFK will host the 5th Workshop (WS5) "Good Practices on successful campaign for Public Transport promotion: shifting towards sustainability" RAZ will host the 6th Workshop (WS6) on "The service contract management: policies into action".</p> <p>T3.4: 3rd Staff Exchange (SE3) among hosting and sending partners' staff.</p> <p>T3.5: BRA will improve and update on the "Website on-line training" uploading the documents related to TC4, TC5, WS5 and WS6.</p>
Output(s)	<p>4th Training Course (TC4) "Funding for services: to operators or to citizens?", Jul 2013 - 5th Workshop (WS5) "GP for successful campaign for PT promotion: shifting towards sustainability", Jul 2013 - 5th Training Course (TC5) "GP for the service contract management", Nov 2013 - 6th Workshop (WS6) "The service contract management: policies into action", Nov 2013 - 3rd Staff Exchange (SE3), Oct 2013 - TC4, TC5, WS5 and WS6 materials on "Website on-line training" (WST4-WST5), Aug-Dec 2013</p>

Activities Jan-Jun 2014	T3.2: UNIABDN P5 will host in Aberdeen the 6th Training Course (TC6) on "Monitoring, incentives system, comparison tools". T3.3: UNIABDN will host the 7th Workshop (WS7) on "Quality, efficacy and efficiency in transport". T3.5: BRA will update the "Website on-line training" with TC6 and WS7 materials and proceedings and with any other relevant documentation on the topic. The Website online training will be maintained for another year after the end of the project (until July 2015) in order to ensure a continuity of an important European knowledge source on Public Transport Authorities good practices. T3.6: Each partner will deliver an Implementation Plan (D3.2) in order to plan and continue the integration process of EPTA lessons learnt.
Output(s)	Implementation Plans (D3.2), Feb 2014 6th Training Course (TC6) "Monitoring, incentives system, comparison tools", Mar 2014 7th Workshops (WS7) "Quality, efficacy and efficiency in transport" Mar 2014 TC6 materials and WS7 on "Website on-line training" (WsT6), Apr 2014
Activities Jul-Dec 2014	
Output(s)	

3.4 Component 4		Acronym: EPTA	
3.4.1 Component main features			
Title	Good Practices into action and Policy Tools		
Total eligible costs	455 244,00 €		
Responsible partner	Almada City Council		
Planned results	Elaboration of 8 feasibility studies and drafting of PTA MODEL concerning different aspects of PTA functions		
Output indicators	Indicators		Target
	N° of Feasibility Studies drafted		8
	N° of Feasibility Studies report		1
	N° of Position Paper & Policy Guidelines		1
Result indicators	Indicators	Target	
	N° of Policy Makers involved in the Feasibility Studies evaluation	45	
	N° of Policy Makers addressed by Position Paper & Policy Guidelines	85	

3.4.2 Component general description

Please describe the content of this component in further detail (e.g. issues to be tackled, proposed approach, nature of the planned activities). For further information on the components, please refer to the programme manual.

The first aim of this component is the elaboration of 8 Feasibility Studies (FS) to evaluate the impact of potential transfer of good practices in each site and the submission of the Feasibility Studies themselves to relevant policy decision makers. Another purpose of C4 is the drafting of a 'Position Paper & Guidelines' as an innovative tool at policy decision makers' disposal. The Component Leader ACC will supervise the following 5 tasks:
 Task4.1 – Feasibility Studies. Leader ACC P3. SRM, ACC, ROGFK, RAZ, BRA, THEPTA, CREM and PRA will elaborate Feasibility Studies to test and evaluate the implementation in each area of good practices and well consolidate experiences highlighted in the Case Studies Collection (D3.1).
 Task4.2 - Cross Evaluation of the Feasibility Studies. This task, led by UNIABDN P5 with all partners contributions, will assess impacts of the Feasibility Studies for each site and at cross-site level. Evaluation methodology, key data, outputs and indicators

will be defined in the Evaluation Plan (EP).

Task4.3 - Submission of Feasibility Study results to local decision makers. Leader ACC P3. Feasibility Studies will be delivered to local policy and decision makers (POL1 - POL2) in order to have a feedback on any possible future implementation. That feedback will be the basis for Implementation Plans (D3.2).

Task4.4 – Practices into Actions. Leader ACC P3. SRM, ACC, ROGFK, RAZ, BRA, THEPTA, CREM, PRA will draft "Practices into Actions" (PiA – D4.3) reporting any possible successful transfer of good practices. PiA will also report the policy makers' feedback (POL1 – Task 4.3).

Task4.5 - Position Paper & Guidelines. UNIABDN P5 is the task leader and each partner will be involved. This task aims at producing a tool to help policy makers in tackling mobility issue and promoting sustainable transport with a synergic and multi-sectoral approach. The "Position Paper & Guidelines" on PTA MODEL (D4.4) will result from all the previous activities within EPTA project. Position Paper & Guidelines will also point out how to translate into actions the subject of the Feasibility Study and consolidate the good practices transferred. The deliverable represents the capitalisation of the project experiences on the creation of pre-conditions for an effective establishment and management of PTA. The MODEL will be designed to improve transport sustainability, reduce the energy impacts, promote better use of economic resources and increase the social cohesion. The document will be available on-line on the "Website training" section.

3.4.3 Detailed work plan		Acronym: EPTA
<i>Please describe as precisely as possible the activities planned per semester as well as the related outputs. Outputs should be quantified and in line with the information provided in sections 2.1.4 and 3.3.1 of the application (if no activities and outputs are planned in a semester, please indicate 'not applicable' in the relevant fields).</i>		
Activities Jan-Jun 2011		
Output(s)		
Activities Jul-Dec 2011		
Output(s)		
Activities Jan-Jun 2012	<p>T4.1 - SRM, ACC, BRA, THEPTA, ROGFK, RAZ, CREM, PRA will start to carry out Feasibility Studies to examine how to implement the good practices. In particular partners will be strongly focused on the evaluation of general impacts of the good practices potential transfer and approach in their areas, starting to share information with their policy makers.</p> <p>T4.2: UNIABDN, as task leader, will produce an "Evaluation Plan" (EP) setting the guidelines and methodology to perform the cross site evaluation.</p>	
Output(s)	<p>Start of Feasibility Studies (FS1), May 2012 Evaluation Plan (EP), May 2012</p>	

Activities Jul-Dec 2012	T4.1: The Partners involved in the Feasibility Studies will continue their ongoing activities.
Output(s)	Implementation of Feasibility Study (in progress).
Activities Jan-Jun 2013	T4.1: The Feasibility Studies will be concluded. The deliverable "Feasibility Studies Report" (D.4.1) will be produced by ACC with the partners contributions. T4.2: SRM, ACC, BRA, THEPTA, ROGFK, RAZ, CREM, PRA on the basis of training courses, workshops, good practices analysis and of the Evaluation Plan will start Cross Evaluation activities (CE). The Cross Evaluation will be coordinated by UNIABDN. T4.3: The above mentioned partners will share the Feasibility Study results with their local decision makers and receive a feedback from them (POL1).
Output(s)	End of Feasibility Studies (FS2), Apr 2013 D4.1 Feasibility Studies Report, Jun 2013 Start of Cross Evaluation of Feasibility Studies (CE1), Jun 2013 Feedback of policy decision makers on Feasibility Studies (POL1), Jun 2013
Activities Jul-Dec 2013	T4.2: SRM, ACC, BRA, THEPTA, ROGFK, RAZ, CREM, PRA will finish Cross evaluation of Feasibility Studies (CE2) T4.4: Each of the above mentioned partners, after having received feedback from policy makers, can try to implement the evaluated good practices; any possible successful transfer of good practices will be highlighted in the Deliverable "Practices into Actions" (D4.2). Practice into Action will be presented during the Final Conference.
Output(s)	End of the Cross Evaluation of Feasibility Studies (CE2), Sep 2013 D4.2 Practices into Actions, Dec 2013

Activities Jan-Jun 2014	T4.3: The Deliverable "Position Paper & Guidelines" (D4.4) will be drafted and submitted to policy makers attention (POL2) during the Final Conference. T4.5: UNIABDN with all partners contributions will elaborate the final version of the deliverable "Position Paper & Guidelines" (D4.4) to transfer to policy decision makers and stakeholders EPTA results. This report will be a tool used both as a strategic guide on a PTA MODEL and as a practical guide with concrete suggestions for PTAs setting up and /or management.
Output(s)	First English version of Position Paper & Guidelines, Feb 2014 D4.4 Final version of Position Paper & Guidelines translated in all partners languages, May 2014 Position Paper & Guidelines presented to policy decision makers during the Final Project Conference, May 2014
Activities Jul-Dec 2014	
Output(s)	

3.5 Component 5

3.5.1 Component main features

Acronym: EPTA

Title		
Total eligible costs	0,00 €	
Responsible partner		
Planned results		
Output indicators	Indicators	Target
Result indicators	Indicators	Target

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3.5.2 Component general description

Please describe the content of this component in further detail (e.g. issues tackled, proposed approach, nature of the planned activities). For further information on the components, please refer to the programme manual.

Acronym: EPTA

3.5.3 Detailed work plan		EPTA	Acronym:
<i>Please describe as precisely as possible the activities planned per semester as well as the related outputs. Outputs should be quantified and in line with the information provided in sections 2.1.4 and 3.5.1 of the application (if no activities and outputs are planned in a semester, please indicate 'not applicable' in the relevant fields).</i>			
Activities Jan-Jun 2011			
Output(s)			
Activities Jul-Dec 2011			
Output(s)			
Activities Jan-Jun 2012			
Output(s)			
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Acronym: EPTA

Activities
Jul-Dec 2012

Output(s)

Activities
Jan-Jun 2013

Output(s)

Activities
Jul-Dec 2013

Output(s)

[Pink shaded header area]

Activities
Jan-Jun 2014

[Grey shaded area]

Output(s)

[Grey shaded area]

[Pink shaded separator line]

Activities
Jul-Dec 2014

[Grey shaded area]

Output(s)

[Grey shaded area]

[Large pink shaded area]

Section 4: Budget

4.1 Budget overview by budget lines and components (in EUR)

Please provide a detailed budget by budget line and component for the partners from the EU-MS and Norway to be financed under INTERREG IVC. Administration cost are automatically calculated on a flat rate basis. The amounts for the budget categories "External expertise and services" and "Equipment" have to be provided under Sections 4.3 and 4.4. Figures reported under these sections will automatically be transferred into the table below.

For further information concerning the definition of budget lines and components, please refer to the programme manual.

	Preparation activities	CP1	CP2	CP3	CP4	CP5	TOTAL per budget line		
		Management and coordination	Communication and dissemination	Exchange of experiences dedicated to the identification and analysis of good practices	Good Practices into action and Policy Tools		EUR	%	
Staff	10 000,00	135 500,00	142 500,00	209 000,00	227 450,00	0,00	724 450,00	51,11 %	
Administration (12% of staff cost)	1 200,00	16 260,00	17 100,00	25 080,00	27 294,00	0,00	86 934,00	6,13 %	
Travel and accommodation	0,00	27 000,00	44 500,00	132 500,00	7 000,00	0,00	211 000,00	14,89 %	
External expertise and services (see 4.3)	0,00	80 400,00	34 500,00	86 616,00	193 500,00	0,00	395 016,00	27,87 %	
Equipment (see 4.4)	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00 %	
Sub-projects							0,00	0,00 %	
TOTAL per CP	EUR	11 200,00	259 160,00	238 600,00	453 196,00	455 244,00	0,00	1 417 400,00	100 %
	%	0,79 %	18,28 %	16,83 %	31,97 %	32,12 %	0,00 %	100 %	

Remark: if preparation costs are reported, Section 3.0 must be filled in.

4.2 Payment forecast

Please provide in the table below the expected amounts to be paid and reported by semester.

	Jan-Jun 2008	Jul-Dec 2008	Jan-Jun 2009	Jul-Dec 2009	Jan-Jun 2010	Jul-Dec 2010	Jan-Jun 2011
EUR	0,00	0,00	0,00	0,00	0,00	0,00	0,00
%	0,00 %	0,00 %	0,00 %	0,00 %	0,00 %	0,00 %	0,00 %
	Jul-Dec 2011	Jan-Jun 2012	Jul-Dec 2012	Jan-Jun 2013	Jul-Dec 2013	Jan-Jun 2014	Jul-Dec 2014
EUR	0,00	253 580,00	253 800,00	277 000,00	286 364,00	346 656,00	0,00
%	0,00 %	17,89 %	17,91 %	19,54 %	20,20 %	24,46 %	0,00 %
Total	1 417 400,00						

Preparation costs to be added in first reporting period

4.3 Specification of budget line 'External expertise and services'				Acronym: EPTA	
	Description of external expertise / services to be contracted. Please be as precise as possible on the nature of the expertise required (if necessary, two lines can be used for the description of the same cost).	Contracting partner N°	Partners N° with whom costs are to be shared (if applicable)		Amount (EUR)
Preparation					
Sub-total				0,00	
Component 1	Support for administrative activity and SC meeting organization	1		4 000,00	
	Audit FLC (partners and LP)	1		5 000,00	
	Audit FLC	2		6 000,00	
	Support of AGENEAL - Almada Local Energy and Management Agency	3		10 000,00	
	Audit FLC	3		5 000,00	
	Audit FLC	4		6 000,00	
	Audit FLC	5		5 500,00	
	Audit FLC	6		7 200,00	
	Audit FLC	7		3 600,00	
	Audit FLC	8		3 600,00	
	Audit FLC	9		6 000,00	
	Audit FLC	10		6 000,00	
	Support for administrative activity	10		6 500,00	
	Audit FLC	11		6 000,00	
Sub-total				80 400,00	
Component 2	Support for dissemination-particip. to Final Conf.,brochure&News translation (AGENEAL)	3		5 000,00	
	Support for dissemination - particip. to Final Conf.,brochure&News translation	4		2 000,00	
	Support for dissemination (Newsletters,Brochures,Press releases,Final Conf.)	6		3 000,00	
	Support for dissemination - particip. to Final Conf.,brochure&News translation	7		2 500,00	
	Support for diss.(Website drafting,brochure drafting and printing)particip to Final Conf.	8		8 500,00	
	Support for dissemination - particip. to Final Conf.,brochure&News translation	9		5 000,00	
	Support for diss.- particip.and support to Final Conf.,brochure&News translation	10		6 000,00	
	Support for dissemination - particip. to Final Conf.,brochure&News translation	11		2 500,00	
Sub-total				34 500,00	

		Contracting partner N°	Partners N° with whom costs are to be shared (if applicable)	Amount (EUR)	
Description of external expertise / services to be contracted. Please be as precise as possible on the nature of the expertise required (if necessary, two lines can be used for the description of the same cost).					
Component 3	WS-TC Participation, website training definition, GP identification, Case studies collect.	1		17 000,00	
	WS-TC Participation and support for web streaming, website training definition,	2			
	GP identification,Implementation Plan coordination	2		17 000,00	
	WS-TC org. support,WS-TC Participation,GP identification,Implement.plan (AGENEAL)	3		12 500,00	
	WS-TC organisation support and Participation, GP identification,Implementation plan	4		12 500,00	
	WS-TC organisation support, WS-TC Participation,Implementation plan	5		2 616,00	
	WS-TC organisation support, WS-TC Participation,Implementation plan	7		1 000,00	
	WS organisation support, WS-TC Participation, website training definition	8		4 500,00	
	WS-TC organisation support, WS-TC Participation,Implementation plan	9		4 000,00	
	WS-TC Participation,SE org. and management,GP identification,Implementation plan	10		12 500,00	
	WS-TC organisation support, WS-TC Participation, Implementation plan	11		3 000,00	
Sub-total				86 616,00	
Component 4	Feas. study,Practice into action,Position paper & Guidel. support and translation	1		26 500,00	
	Practice into action, Position paper & Guidelines support	2		19 000,00	
	Feas. study,Practice into action,Position paper & Guidel. support and translation	3		26 000,00	
	Feas. study,Practice into action,Position paper & Guidel. support and translation	4		25 500,00	
	Feasibility study,Practice into action,Position paper & Guidelines support	7		13 500,00	
	Feas. study,Practice into action,Position paper & Guidel. support and translation	8		20 500,00	
	Feas. study,Practice into action,Position paper & Guidel. support and translation	9		17 500,00	
	Feasibility study,Practice into action,Position paper & Guidelines support	10		24 500,00	
	Feas. study,Practice into action,Position paper & Guidel. support and translation	11		20 500,00	
Sub-total				193 500,00	

	Description of external expertise / services to be contracted. Please be as precise as possible on the nature of the expertise required (if necessary, two lines can be used for the description of the same cost).	Contracting partner N°	Partners N° with whom costs are to be shared (if applicable)	Amount (EUR)
Component 5				

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Sub-total 0,00
Total 395 016,00

4.4 Specification of budget line 'Equipment'

Acronym: EPTA

	Description of 'Equipment'. Please be as precise as possible on the nature of the equipment and number required.	Contracting partner N°	Amount (EUR)
Preparation			
Sub-total			0,00
Component 1			
Sub-total			0,00
Component 2			
Sub-total			0,00

	Description of 'Equipment'. Please be as precise as possible on the nature of the equipment and number required.	Contracting partner N°	Amount (EUR)
Component 3			
Sub-total			0,00
Component 4			
Sub-total			0,00
Component 5			
Sub-total			0,00
Total			0,00

ERROR: Input in this field is not allowed

Section 5: Partnership**Contact details of the Lead Partner**

Institution (original language)	SRM - Reti e Mobilità SpA		
Institution (EN)	SRM - Networks and Mobility		
Legal status	Local Public Authority		
Address	Via A. Magenta, 16		
Postal code	40128		
Town	Bologna		
Country	IT		
NUTS Level 1 *	NORD-EST		
NUTS Level 2 *	Emilia-Romagna		
NUTS Level 3 *	Bologna		
Phone (office)	+39 051 361328	(mobile)	+39 347 4018131
Fax	+39 051 361260		
Email	dora.ramazzotti@srm-bologna.it		
Website	www.srm-bologna.it		
Contact person	Dora Ramazzotti		
Independent financial controller	<p>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</p>		
	<p>SRM will appoint an independent auditor having specific requirements in terms of professionalism, honourability and independence, registered for at least three years, in the Register of Economist and Accounting Experts or in the Auditors Register as provided for in the Legislative Decree of 27 January 1991, No88.</p>		

Bank details

Bank name	Banca Patrimoni - Gruppo Sella		
Address	Via Farini, 11		
Postal code	40125		
Town	Bologna		
Country	IT		
IBAN	IT96R0321102400052905299540		
SWIFT code	SENVIT1		
Internal reference	Marco Moretti		
Holder of the account	SRM - Reti e Mobilità		

Partner budget (in EUR)

ERDF co-financing rate:	75%
Total amount:	201 980,00 €
ERDF Funding:	151 485,00 €
EU National Co-financing:	50 495,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? How will the partner contribute to the content of the cooperation and benefit from it? What is the capacity of the partner to directly influence local / regional policies? In the case of a Norwegian Lead Partner, please justify the reason why this partner has to be the Lead Partner.

SRM the Public Transport Authority of Bologna was established on 4th August 2003 through an agreement between the Municipality and the Province of Bologna by contribution of all the networks, infrastructures and plants (real estate).

SRM as a Public Transport Authorities:

- plans, organises and promotes integrated public transport service, including the support to implement flexible transport services;
- owns and manages the infrastructures serving the local public transport service;
- promotes initiatives focused on increasing the diffusion and the valorisation of local public transport;
- performs control activities for the local public transport service and manages the financial resources.

SRM is owned by Municipality of Bologna and Province of Bologna and act as skilled experts for the Local Governments in the field of transport. SRM also has daily contacts with most municipalities in the Province of Bologna.

SRM is member of local and international networks of

Public Transport Authorities: at local level it is member of ALMA, the association of the nine authorities of the Emilia-Romagna Region and in contacts with Milan and Rome authorities. On the international level SRM is member of UITP (International Union of Public Transport) in Brussels and active member of its OA Committee (Organising Authorities).

SRM is in contact with Polis (EPTA partner)-European cities and regions networking for innovative transport solutions in Brussels, which collects mobility key actors in Europe.

SRM is an established PTA and is willing to share the acquired experience with other PTAs or Local Governments intending to establish a similar organization in order to put at disposal its successful case history. Thanks to the good practices identified through the knowledge exchange, SRM is expecting to have the possibility to compare its own approach to transport governance and improve it.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

- MISS (FP6 2005) an innovative platform to dynamically sense and predict natural and infrastructure conditions, to improve safety and efficiency of transport operations;

- InMoSion (FP6 2006) a University-based Science Shop for developing necessary know-how and expertise to study and plan an innovative transportation system to meet the mobility needs of elder, to assist communities for customized transportation solutions.

- Civitas MIMOSA (FP7 2008) identification and application of Mobility Management measures for more sustainable cities. RER P2 was also involved. SRM leads an innovative measure about testing a methodology to reward sustainable behavior via a mobility credit system.

- FLIPPER (Interreg IVC 2008) 12 feasibility studies about flexible transport services were delivered and 6 of them became pilot experiences of new transport services. Both ACC P3 and UNIABDN P5 are partners. The project was selected amongst the finalist for Regio Stars Award 2011 (ceremony in June 2011).

* The postal address of the partner determines the selection of the NUTS levels.

A list to all NUTS levels is available under http://ec.europa.eu/eurostat/ramon/nuts/codelist_en.cfm?list=nuts

Contact details of partner 2

Institution (original language)	Regione Emilia-Romagna		
Institution (EN)	Region Emilia-Romagna		
Legal status	Regional Public Authority		
Address	Viale A. Moro, 30		
Postal code	40127		
Town	Bologna		
Country	IT		
NUTS Level 1	NORD-EST		
NUTS Level 2	Emilia-Romagna		
NUTS Level 3	Bologna		
Phone (office)	+39 051 5273711	(mobile)	
Fax	+39 051 5273450		
Email	pferrecchi@regione.emilia-romagna.it		
Website	www.regione.emilia-romagna.it		
Contact person	Ing. Paolo Ferrecchi		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>RER will appoint an independent auditor having specific requirements in terms of professionalism, honourability and independence, registered for at least three years, in the Register of Economist and Accounting Experts or in the Auditors Register as provided for in the Legislative Decree of 27 January 1991, No88.</p>		

Partner budget (in EUR)

ERDF co-financing rate:	75%
Total amount:	140 040,00 €
ERDF Funding:	105 030,00 €
EU National Co-financing:	35 010,00 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence local / regional policies? How will the partner contribute to the content of the cooperation and benefit from it?

The Emilia Romagna Region is divided in 9 provinces: Piacenza, Parma, Modena, Reggio Emilia, Bologna, Ferrara, Forlì-Cesena, Rimini. In order to reduce traffic air pollution, RER allocates incentives to local public transport (LPT) either by contributing to the bus fleet renewal or supporting researches, meetings and agreements. For this purpose RER works together with national and regional research institutes such as Enea, Cnr, Arpa, etc., with the Ministry of Infrastructures and Transport, local authorities, local mobility agencies and LTP regional companies. RER strategy aims on one side at progressively creating local public transport fleets made up of eco-compatible vehicles, and on the other side at supporting modal shift towards sustainable mobility and traffic decongestion. According to the national Law, the Emilia-Romagna regional Government has competence for the regional mobility budget, former national roads, the Road Safety Observatory,

regional rails and railways services, urban and suburban public transport, urban sustainable mobility and logistics. RER is responsible for regional railway service regulations and investments, local public transport, urban mobility funding and implementation monitoring in relationship to service quality, environment, safety and traffic congestion. RER is also responsible for urban mobility, specifically for car fee-parks, cycle lanes, restricted traffic areas and the implementation of sustainable mobility measures.

RER is member of Federmobilità (the Italian association of regions and cities chaired by the Emilia-Romagna's Transport Councillor Alfredo Peri). For the second mandate in 2008 it has been elected member of the Management Group of Polis (the European association of regions and cities). RER is interested to join this consortium in order to compare its mobility and transport governance system on a European level to see how it is possible to improve it.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

COMPRO (IEE 2007-2009) COMmon PROcurement of collective and public service transport clean vehicles
 Civitas+ MIMOSA (FP7 2008-ongoing) Making Innovation in Mobility and Sustainable Actions
 MHYBUS (Life+ 2009-ongoing) Hydrogen and methane blend for public city transport bus
 ITACA (Interreg IVC 2010 - ongoing) Innovative Transport Approach in Cities and metropolitan Areas
 SUGAR (Interreg IVC 2009 - ongoing) Sustainable Urban Goods logistics Achieved by Regional and local policies
 In 2007 RER, Piedmont, Lombardy, Veneto and Valle d'Aosta Regions together with the Independent Provinces of Trento and Bolzano, and the Canton Ticino (Swiss) have signed an agreement for the prevention and reduction of air pollution. The signatories have created an interregional technical group in order to jointly tackle the high air pollution on a Po Valley scale and activate common initiatives.

Contact details of partner 3

Institution (original language)	Câmara Municipal de Almada		
Institution (EN)	Almada City Council		
Legal status	Local Public Authority		
Address	Rua Bernardo Francisco da Costa, 42		
Postal code	2800-029		
Town	Almada		
Country	PT		
NUTS Level 1	CONTINENTE		
NUTS Level 2	Lisboa		
NUTS Level 3	Península de Setúbal		
Phone (office)	+351 21 2722510	(mobile)	
Fax	+351 21 2722519		
Email	cfreitas@cma.m-almada.pt		
Website	www.m-almada.pt		
Contact person	Caterina Freitas		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		
	<p>Portugal has chosen a decentralised control system. ACC will propose an independent external controller from the list of statutory auditing firms / entities (ROC/SROC) recognised by the Portuguese Institute of Statutory Auditors.</p>		

Partner budget (in EUR)

ERDF co-financing rate:	85%
Total amount:	142 700,00 €
ERDF Funding:	121 295,00 €
EU National Co-financing:	21 405,00 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence local / regional policies? How will the partner contribute to the content of the cooperation and benefit from it?

Almada City Council (ACC) has adopted the motto Almada+ sustainability, solidarity and eco-efficiency for this current decade. ACC has a long and committed work in awareness-raising for a sustainable urban mobility and providing transport information. Adopted a Local Strategy for Sustainable Mobility based on 4 pillars (planning, infra-structures, technology and public awareness). Mobility Plan "Accessibilities21" is fully implemented; its main goals were to improve accessibility to and from city center, reduce car traffic, efficiently manage parking, define hierarchy in the urban road network and restructure the PT network to feed trams, trains and boats. ECALMA EM (ACC Municipal Company of Parking and Circulation) elaborated a new municipal parking regulations. "PACICLA – ACC Cycling Plan" conceived a network of 233 km of cycling routes, focusing on the bicycle as a competitive transport mode for short-distance travel and commuting.

Renovation of the Municipal Fleet, as defined in the Local Strategy for Climate Change of ACC, being the first Portuguese Local Authority to purchase hybrid vehicles for City Councilors. Also acquired segways and electric bicycles for park maintenance staff and defined environmental and energy efficiency criteria for purchasing new vehicles, anticipating EURO emissions standards (EURO). ACC will be a key partner on energy, environmental and eco-efficiency issues and for its experience in the concrete field of transport services planning and management. ACC was awarded the European Mobility Week Award 2010 for its 10 year continuous commitment to promote alternatives to cars, implement permanent measures for sustainable mobility and highlight the positive impact of green transport on public health. ACC will enrich, via EPTA project, its transport skills and will explore the possibility to create a pole of knowledge on environmental and transport issues.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Partner in project ECOPADEV-Developing new Decision-making Tools to Promote Sustainable Development in European Cities based on Eco-industrial Park Strategy, (2002-2004).
 Partner in Interreg IIIC project "PIMMS – Partner Initiatives in the development of Mobility Management Initiatives", (2005-2007).
 Also partner in LIFE project "LEAP - Local Authority EMAS and Procurement", (2003-2005).
 Coordinator of LIFE project "EMAS LAB - Eco-Management Audit Scheme for Local Authorities environmental Benchmarking", (2003-2005).
 Several local infrastructures (cultural, educational and other) funded by the structural funds.
 Partner in Interreg IVC project "PIMMS TRANSFER - TRansferring Actions iN Sustainable mobility For European Regions" (2008-2011)
 Partner in Interreg IVC project "FLIPPER - Flexible Transport Services and ICT platform for Eco-Mobility in urban and rural European areas", (2008-2011), where the feasibility study delivered by Almada became a real transport service called "Flexibus".

Contact details of partner 4

Institution (original language)	Rogaland fylkeskommune		
Institution (EN)	Rogaland County Council		
Legal status	Local Public Authority		
Address	Postboks 130		
Postal code	4001		
Town	Stavanger		
Country	NO		
Phone (office)	+47 51516911	(mobile)	
Fax	+47 51516620		
Email	gunnar.eiterjord@rogfk.no		
Website	www.rogfk.no		
Contact person	Gunnar Eiterjord		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		
	<p>Norway has opted for a decentralised control system. ROGFK will propose an independent controller from a list of public control bodies to be found under this link http://www.nkrf.no/bedriftsmedlemmer/cms/28.</p>		

Partner budget (in EUR)

Norwegian co-financing rate:	50%
Total amount:	129 900,00 €
Norwegian Funding:	64 950,00 €
Norwegian Co-financing:	64 950,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Public administration in Norway has a structure with the following elements: central government, county government and municipal government. The administration of Rogaland County is located in Stavanger, Norway's oil capital and fourth largest city. The Stavanger region was designated as a European Capital of Culture in 2008. Rogaland County Council is responsible for county policies within the following fields: secondary education, cultural affairs, communications, dental care, economic development and regional planning, including the development of the road system. The County Council is responsible for regional planning and coordination and has environmental responsibilities. Areas of responsibility for regional transport include maintenance of county roads, allocation of resources to local boat and bus routes, permit allocation and licence for taxi as well as transport for the disabled.

The County Council promotes the cultural life of the region. This includes grants to sports, museums, festivals, theatres, orchestras, filmmaking and protection of the cultural heritage. The County Council encourages and facilitates economic development through projects, guidance and financial support with a special focus on tourism, gas and seafood. The county has 30 upper secondary schools with approx. 16.000 students in the 16-21 age group. The schools offer general and vocational education. The County Council is also responsible for apprenticeship training and adult education.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

The County Council is engaged in a broad spectre of international activities. The County Council is a lead partner in Interreg projects under the North Sea Region Programme, a participant in other EU-projects, and has partnership agreements with European regions as well as student exchange programmes.
STRATMOS (Interreg IVB North Sea Region Programme 2008-2011) MOS Strategic Demonstration Project
TOOL QUIZ (Interreg IVC 2009) Employability and knowledge based economy: tools for innovative culture

Contact details of partner 5

Institution (original language)	The University Court of The University of Aberdeen		
Institution (EN)	The University Court of The University of Aberdeen		
Legal status	Body governed by public law		
Address	Kings College		
Postal code	AB24 3FX		
Town	Aberdeen		
Country	UK		
NUTS Level 1	SCOTLAND		
NUTS Level 2	North Eastern Scotland		
NUTS Level 3	Aberdeen City and Aberdeenshire		
Phone (office)	+44 1224 272354	(mobile)	
Fax	+44 1224 272331		
Email	j.d.nelson@abdn.ac.uk		
Website	www.abdn.ac.uk		
Contact person	Prof. John D. Nelson		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>The UK has opted for a decentralised control system for England, Scotland and Wales. The beneficiaries will propose an independent controller, who is then authorised at national level – on the basis of a list of approved professional bodies - before the first expenditure is reported and certified. The controller can be internal as well as external as long as s/he is qualified and from a unit independent of the project's activities and financial management.</p>		

Partner budget (in EUR)

ERDF co-financing rate:	75%
Total amount:	142 660,00 €
ERDF Funding:	106 995,00 €
EU National Co-financing:	35 665,00 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

The Centre for Transport Research (CTR) is a research centre of the College of Physical Sciences and acts as the focus for transport research at the University of Aberdeen. CTR's mission statement is: "To develop a leading research centre of international excellence and reputation in Aberdeen specialising in the sustainability of transport systems with emphasis on environment, society and technology." Transport research at the University of Aberdeen is long-established over three decades. The Centre for Transport Research was established in September 2007 and focuses on three broad themes: Transport, Energy and Environment; Transport and Society; and Transport and the Digital Economy. Staff in CTR have widespread expertise in many aspects of public transport systems and work closely with public transport operators, local and regional authorities as well as central government. Prof Nelson is a member of the UITP Regional Transport Committee. The academic team is led

by Professor John Nelson, Sixth Century Chair in Transport Studies and Director of the Centre for Transport Research. He is a well-known expert on Demand Responsive Transport Services who has contributed to many previous EC and national projects on DRT. Within EPTA, UNIABDN will lead Component 3 and will be a main contributor to Component 4. Staff from the Centre for Transport Research are members of several International Bodies including TRB Paratransit Committee, the UITP Regional Transport Commission and relevant conference and symposia organising committees including Transed (Dehli, 2012), and the 1st International Conference on Aging, Mobility and Quality of Life (Michigan, 2012). UNIABDN will promote outputs from EPTA to a global audience through these bodies.

University of Aberdeen will host workshops, training events, conferences in the UK to promote project initiatives in the UK and also present UK findings at International events.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Prof. Nelson participated in the INTERREG IIIC SOUTH - SUNRISE project, in the INTERREG IIIC WEST - MASCARA project and in FLIPPER (Interreg IVC). UNIABDN team members involved in EPTA have successfully worked with Government Departments, Local Authorities and Regional Transport Partnerships to directly influence Transport Policy at National and Regional levels. This has included participation in the Scottish Government's Demand Responsive Transport DRT working party, the Department for Transport's DRT working group and acting as an expert advisor to the Passenger Transport Executive Group on flexible transport. Over the past few years' involvement in another EU Transport project (ICMA) has seen UNIABDN staff working closely with 2 regional authorities, SPT (Strathclyde Partnership for Transport) and GMPTE (Greater Manchester Passenger Transport Executive) developing measures to improve the first and last mile of journeys involving public transport.

Contact details of partner 6

Institution (original language)	POLIS - Promotion of operational links with integrates services, Association		
Institution (EN)	POLIS - Promotion of operational links with integrates services, Internation		
Legal status	Body governed by public law		
Address	Rue du Trone, 98		
Postal code	1050		
Town	Bruxelles		
Country	BE		
NUTS Level 1	RÉGION DE BRUXELLES-CAPITALE / BRUSSELS HOOFDSTEDELIJK GEWEST		
NUTS Level 2	Région de Bruxelles-Capitale / Brussels Hoofdstedelijk Gewest		
NUTS Level 3	Arr. de Bruxelles-Capitale / Arr. van Brussel-Hoofdstad		
Phone (office)	+32 2 5005675	(mobile)	
Fax	+32 2 5005680		
Email	kvancluysen@polis-online.org		
Website	www.polis-online.org		
Contact person	Karen Vancluysen		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>The Region Bruxelles Capitale has chosen a decentralised control system. The beneficiaries from the Brussels Capital Region will propose an independent controller (internal or external).</p>		

Partner budget (in EUR)

ERDF co-financing rate:	75%
Total amount:	129 620,00 €
ERDF Funding:	97 215,00 €
EU National Co-financing:	32 405,00 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Polis has been a platform for dialogue and cooperation on current transport issues for cities and regions in Europe since 1989. It currently represents almost 70 cities, regions and transport operators from 18 European countries. Polis events, publications and in-house expertise create opportunities for its members to exchange experience and forge partnerships among themselves. The objective of Polis is to support European cities and regions to improve the quality of life of their citizens through innovative measures for sustainable urban transport. The Network facilitates the exchange of experience among its members, looking into solutions for urban and regional mobility, including health and environment, traffic management and intelligent transport systems, road safety, and social and economic aspects of transport. Polis also provides decision-makers with strategic information to improve urban and regional transport, and it advocates the development of an adequate policy framework

at the European level to achieve sustainable mobility in cities and regions. POLIS leads Comp 2: Communication and Dissemination and will actively cooperate with other partners spreading information among its members about Workshops and Training Courses, giving also advice on organization, thanks to their experience. POLIS support on Comp 5 will also be strategic because of the nature of their members: mainly local government bodies. Karen Vancluysen is Director for Research at POLIS and oversees the EU projects where Network is involved. Before POLIS, she was Policy & Project Officer and then Network Manager at ACCESS-EUROCITIES for a New Mobility Culture. She is skilled in EU project coordination. Ivo Cré is Project Manager at POLIS. Before POLIS, Ivo was Policy Officer for mobility at EUROCITIES. He was involved in a wide range of European transport projects, worked as assistant to a Member of the EU Parliament, advisor and private secretary to the Belgian Minister of Environment.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Polis has a longstanding experience in local transport and has participated in many EU projects and local activities in this field. Polis ensures the dissemination of results in many EU projects, supports cities and regions in implementing innovative solutions through focus groups, seminars and individualised guidance and advice, manages demonstration work-packages in several Integrated Projects and coordinates end-user groups in industry-led projects. Polis acts as a facilitator between the EU projects and their end-users in cities in publishing guidance and policy notes aiming at supporting the use of project results by cities and regions. Polis also is vice-president of the European Road Transport Research Advisory Committee ERTRAC and chairman of ERTRAC's Urban Mobility Taskforce. The Network is and has been involved in numerous EU projects on urban transport and mobility. POLIS has been involved as Component 2 leader in the INTERREG IVC projects SUGAR, CITEAIR and CITEAIR II.

Contact details of partner 7

Institution (original language)	Община Разлог		
Institution (EN)	Razlog Municipality		
Legal status	Local Public Authority		
Address	1, Stefan Stambolov Street		
Postal code	2760		
Town	Razlog		
Country	BG		
NUTS Level 1	YUGOZAPADNA I YUZHNA TSENTRALNA BULGARIA		
NUTS Level 2	Yugozapaden		
NUTS Level 3	Blagoevgrad		
Phone (office)	+359 747 80095	(mobile)	
Fax	+359 747 80081		
Email	zlati_stoicheva@abv.bg razlog_ipei@mail.bg		
Website	www.razlog.bg		
Contact person	Zlatka Stoycheva		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>Bulgaria has chosen to implement a decentralised control system. A database of eligible professionals – external controllers was established at national level. Before the end of each PR, RAZ will ask Ministry of Regional Development and Public Works for the nomination of a controller. The "Territorial Cooperation Management" DG will inform the nominated controller and RAZ of the nomination and will invite them to fill, sign and submit a "Checklist for the Approbation of FLC". Following reception of the document and checking that the nominated controller is independent from project activities and finances the Ministry of Regional Development and Public Works will authorize the controller to carry out the control by issuing a "Certificate for the approbation of the controller. RAZ will then contract the</p>		

Partner budget (in EUR)

ERDF co-financing rate:	85%
Total amount:	76 860,00 €
ERDF Funding:	65 331,00 €
EU National Co-financing:	11 529,00 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

The Municipality of Razlog (population 22 894 people), is a small-sized Bulgarian municipality (comprising different surrounding villages), located in the South Western part of Bulgaria close to the Greek /Macedonian borders. The Municipality has a relevant road network and a railway system connecting the town with the capital Sofia (international road E-79), and to Romania and Greece. Razlog is the main administrative /educational centre for the whole region. All governmental institutions and administrative offices operating at regional level are represented here. The town of Razlog is in the immediate vicinity of the biggest winter resort in Bulgaria (5 km. distance).

Tourism is priority field with a great influence over the local economy and is assessed as a most perspective sector for investments. The tourist facilities are quickly expanding - luxurious and family hotels, SPA centers, holiday settlements, sport complexes, mountainous ecotrails. The increased flow of people coming in Razlog to work, for administrative reasons or for tourism generates the need for better organizing the city mobility within the town and with the neighboring towns and villages. All problems arisen need specialized authority to work for their improvement and development as well as manage the transport.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

ModRa ('01-'04): new approaches to municipal management capacity. Razlog on the Way to Europe ('04): sociological assessment defining the information needs, expectation of the people soon to be EU citizens. Information events organized(2000 participants). Employment for Better Living Environment – PHARE Programme: Cross-border Employment Initiatives in the border regions of Bulgaria and Greece 2006. Long-term partnership established between people and institutions from Razlog (Bulgaria) and Kalampaki (Greece). "Provision of waste water treatment plant for Razlog" – PHARE-CBC BG - GR; "Closing of uranium mines in Eleshnitsa and Dospat" – PHARE, "A Model for Development of Sustainable Tourism by the Local Communities Around the Rila National Park" – Pan Parks Foundation; "Along the Way of Early Christianity" - PHARE-CBC BG - GR "To the Springs of Mesta-Nestos" - PHARE-CBC BG - GR Programme; Interreg IVC MMOVE - Mobility Management oVer Europe: Changing Mobility Patterns Project.

Contact details of partner 8

Institution (original language)	Agenția Metropolitană pentru Dezvoltare Durabilă Brașov		
Institution (EN)	Brasov Metropolitan Agency		
Legal status	Local Public Authority		
Address	8th Eroilor Ave.		
Postal code	500007		
Town	Brasov		
Country	RO		
NUTS Level 1	Macroregiunea unu		
NUTS Level 2	Centru		
NUTS Level 3	Brasov		
Phone (office)	+40 268 547616	(mobile)	+40 731 302362
Fax	+40 268 547676		
Email	catalin.frangulea@metropolabrasov.ro		
Website	www.metropolabrasov.ro		
Contact person	Catalin Frangulea Pastor		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>Romania has opted for a centralized control system. The first level control system is ensured by the Ministry of Regional Development and Housing through the General Directorate for Coordination the Activity in the Territory formed up of 8 Territorial Units, located in each of the 8 regions of the country.</p>		

Partner budget (in EUR)

ERDF co-financing rate:	85%
Total amount:	102 760,00 €
ERDF Funding:	87 346,00 €
EU National Co-financing:	15 414,00 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

The Metropolitan Agency for Sustainable Development of Brasov (BRA) is an associative body. The members are public authorities from 15 local communities (3 towns, 3 cities and 9 rural communes). One of the key prerequisites for a functional metropolitan territory in the Brasov City region is the easy mobility of people and goods. This is why, since its beginning in 2006, the BRA has been empowered by the mayors of the member local communities to initiate the necessary measures for the realization of an integrated transport system at metropolitan level, along with other integrated systems such as waste management, interventions during emergency situations, law enforcement, etc. After the improvement of the legislative framework for mobility in 2010, the BRA's staff began the long term endeavor of taking over the role of Public Transport Authority, with the task of regulating mobility in the area as well as subcontracting public transport activities to operators. This implies identifying

the best legal option for taking over the assigned task, training internal staff, organizing local resources and securing external expertise and resources for the improvement of mobility both for people and freight, transferring and adapting previous experiences and best practices from other similar organizations in order to implement them in the Brasov City region/ the Metropolitan Area. During this process, the official appointing of the Brasov Metropolitan Agency as Public Transport Authority for the Brasov Metropolitan Area will be realized through a series of local government decisions from the member communities of the Brasov Metropolitan Agency. Nowadays, BRA is working on the Brasov Metropolitan Area Development Strategy, and within this framework the future mobility policies at metropolitan level. An important aspect of this process is to learn from previous experiences and best practices of other similar organizations which already act as functional Public Transport Authorities.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

The Brasov metropolitan Agency's staff has an extensive experience in various types of European projects. This includes projects financed through schemes such as PHARE, MATRA and also Structural Funds which are available in Romania between 2007 and 2013.

In relation to regional cooperation projects, the Brasov Metropolitan Agency has participated in an URBACT II project (Jessica for Cities), is a part in the partnership implementing an INTERREG IV C project (0147R1 MMOVE Mobility Management over Europe).

The Organisation has experienced staff which can manage various stages of project implementation: Management and coordination, communication and publicity, reporting, etc.

Contact details of partner 9

Institution (original language)	Σ.Α.Σ.Θ. - Συμβούλιο Αστικών Συγκοινωνιών Θεσσαλονίκης		
Institution (EN)	The PTA - Thessaloniki Public Transport Authority		
Legal status	Body governed by public law		
Address	Georgikis Scholis Avenue 65		
Postal code	57100		
Town	Thessaloniki		
Country	EL		
NUTS Level 1	VOREIA ELLADA		
NUTS Level 2	Kentriki Makedonia		
NUTS Level 3	Thessaloniki		
Phone (office)	+30 2310 483070	(mobile)	
Fax	+30 2310 483071		
Email	p.papa@sasth.gr ckonstadinidou@sasth.gr		
Website	www.sasth.gr		
Contact person	Christiana Konstantinidou		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>Greek partners are asked to address their request of allocation of a controller to the Single Paying Authority SPA - FLC Unit as soon as their project is approved. The controller designated by the SPA will carry out the checks. Both the controller and the Head of the SPA will confirm the costs. The partner will bear the cost of the control. The cost of control is defined in a contract to be signed between the SPA and the partner and can be reported as eligible external expertise costs. Each Greek partner is advised to allow an amount of up to 3% of its project budget for the control cost.</p>		

Partner budget (in EUR)

ERDF co-financing rate:	85%
Total amount:	117 220,00 €
ERDF Funding:	99 637,00 €
EU National Co-financing:	17 583,00 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Thessaloniki with a population of 960.000 inhabitants is an important economic, industrial, commercial & political centre, and a major transportation hub for South-East Europe. THEPTA is a public administration body of the Greater Metropolitan Area of Thessaloniki under the Central Government Ministry of Infrastructure, Transport and Networks. It was established in 2001 to operate as an executive board for the Thessaloniki greater area. The Board of THEPTA consists of 11 members, representatives of various main government agencies and local authorities, educational organizations and workers associations. The Board chairman is appointed by the Minister of Infrastructure, Transport and Networks. THEPTA's main responsibilities include transport policy formulation for the Greater Thessaloniki Area, strategic transport planning, programming of interventions, as well as supervision and quality control of all Public Transport Operators at the Prefecture of Thessaloniki. THEPTA will undertake

additional responsibilities and roles given that a Metro system which is currently under construction and possibly a tram line will be added in the Public Transport network. Intermodality and transmodality issues along with Mobility Management in the area are some of the priorities of THEPTA which should be dealt with. THEPTA is a member of the UITP Organising Authorities Committee and has recently applied to become a member of EPOMM representing Greece. In the near future THEPTA will have to plan and organise PT services on a new intermodal basis (Metro + bus) in order to procure and award them according to EU Reg. 1370/07. In this respect joining EPTA consortium will offer THEPTA the accumulated knowledge by the other PTA's and at the same time will exchange its experience. THEPTA will participate in all project components.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Thessaloniki Public Transport Authority (THEPTA) was an active project partner in "SUNRISE" project under the INTERREG IIIC, which aimed to increase sustainable development and social cohesion in the European regions. THEPTA also participates as stakeholder in "FLIPPER" which is funded under INTERREG IVC and focuses on the development of a wide range of flexible transport options which are better tailored towards the needs of individual communities in cities, small towns and rural areas. Finally THEPTA participates as a project partner in ATTAC project of the SEE Programme, commenced in 2011, which aims to collect good strategies/ tools for making SEE cities/regions effective nodes of transnational accessibility.

Contact details of partner 10

Institution (original language)	Provincia di Cremona		
Institution (EN)	Province of Cremona		
Legal status	Local Public Authority		
Address	Corso Vittorio Emanuele II, 17		
Postal code	26100		
Town	Cremona		
Country	IT		
NUTS Level 1	NORD-OVEST		
NUTS Level 2	Lombardia		
NUTS Level 3	Cremona		
Phone (office)	+39 0372 406517	(mobile)	
Fax	+39 0372 406612		
Email	maurizio.rossi@provincia.cremona.it		
Website	www.provincia.cremona.it		
Contact person	Maurizio Rossi		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>Decentralized system of FLC - The external controller will be selected through a public procedure of selection and approved at national level</p>		

Partner budget (in EUR)

ERDF co-financing rate:	75%
Total amount:	131 160,00 €
ERDF Funding:	98 370,00 €
EU National Co-financing:	32 790,00 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

The Province of Cremona is the local public administration responsible for social and economic development of the area. The province of Cremona is responsible for the local public transport services in the whole county area, particularly of those extra-urban. In this field the province of Cremona defines the Basins plan (services to be tendered) and finance the services.

The partner will contribute to the project realisation with the experience gained in the area of local public transport solutions, both the "traditional" services and the innovative ones (transport on demand). Cremona has the capacities to disseminate the project results and outputs among the wide public and local stakeholders at regional and interregional level.

The Province of Cremona, together with the Province of Bergamo, Mantova and Brescia have built a long term cooperation in the field of public transport. They are used, also because of their placement, to integrate their activities in terms of planning in order to obtain synergies. The support of ALOT - Transport and Logistic Eastern Lombardy Agency (a body governed by public law totally owned by the four provinces) in the project activities will grant the efficient integration and communication at network level.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

The province of Cremona has been involved in several EU project, of which most relevant are:

Regins Interage (Interreg III C 2004-2007) - Definition of Local Agencies Model for the development, promotion and management of freight transport and logistics nodes and services and related instruments

Tralotra (DG TREN 2007-2009)- Development, diffusion and application of professional innovative TRAIning tools in LOGistics and TRAnsport through territorial Agencies in order to improve intermodal transport, based on EU best practices co financed project with "Grants-Transport 2006" European Commission

Contact details of partner 11

Institution (original language)	Městská část Praha-Suchdol		
Institution (EN)	Municipality Council Praha -Suchdol		
Legal status	Local public authority		
Address	Suchdolské náměstí 734/3		
Postal code	165 00		
Town	Praha		
Country	CZ		
NUTS Level 1	CESKA REPUBLIKA		
NUTS Level 2	Praha		
NUTS Level 3	Hlavní město Praha		
Phone (office)	+420 222 361418	(mobile)	+420 603 279678
Fax	+420 220920144		
Email	p.hejl@praha-suchdol.cz		
Website	www.praha-suchdol.cz		
Contact person	Ing. Petr Hejl		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>The responsible body is the Centre for Regional Development Czech Republic (CRD CR) Vinohradská 12, 120 00 Praha 2, Branch for NUTS II Prague nám. Míru 9 (Národní dům), 120 53 Praha 2 Phone: 221 596 520, 221 596 521 Fax: 221 596 524 E-mail: praha@crr.cz, cechova@crr.cz</p>		

Partner budget (in EUR)

ERDF co-financing rate:	85%
Total amount:	102 500,00 €
ERDF Funding:	87 125,00 €
EU National Co-financing:	15 375,00 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Municipality Council Prague - Suchdol is the local public administration responsible for social and economic development of the area. The basic development document of the area is the Master Plan, and the Municipality Council has the right to make comments and recommendations before its approval. The partner will contribute to the project realisation with the experience gained in the area of local public transport solutions, also the measures realised in relation with the very close location of the Prague airport. The connection with the City of Prague by tram, which is currently under construction, will be also one of the topics. The Municipality Council also has a deep experience with EIA approvals, the NATURA 2000 area and natural protected landscape is located on its administrative territory and the solutions on environment protection in relation with the public transport are provided.

The main problems to be shared and discussed with the project partners are especially: optimisation of the local public transport – innovative solutions, definition of the share of the public transport in the area and definition of the optimal transit through the area, solutions of the connections with the big parking places, evaluation of the mutual impacts of the separated transport means, evaluation of the links of the public transport to the railways, connections with railway stations and public transport means. The main benefit of the partner will be the transfer of know-how and the exchange of proved good practices among partners, the participation in the project and cooperation with foreign partners will enable to improve the experience and skills of the staff of the office and to establish the cooperation with EU towns. The partner has the capacities to disseminate the project results and outputs among the wide public and local stakeholders.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

OP environment: Photovoltaic system Stehlikova Installation (2010), total budget 2 304 155,00 CZK (cca 95 000 EUR)

Contact details of partner 12

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
EU National Co-financing:		0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Acronym: EPTA

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 13

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
EU National Co-financing:		0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Acronym: EPTA

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 14

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
EU National Co-financing:		0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Acronym: EPTA

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 15

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
EU National Co-financing:		0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Acronym: EPTA

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 16

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
EU National Co-financing:		0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Acronym: EPTA

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 17

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
EU National Co-financing:		0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Acronym: EPTA

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 18

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
EU National Co-financing:		0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Acronym: EPTA

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 19

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile) <input type="text"/>
Fax	
Email	
Website	
Contact person	
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
EU National Co-financing:		0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Acronym: EPTA

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 20

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
EU National Co-financing:		0,00 €

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Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 21

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
EU National Co-financing:		0,00 €

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Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 22

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
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Contact details of partner 23

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
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Website	
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Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
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Acronym: EPTA

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 24

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
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Website	
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Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
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Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 25

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
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Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
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Acronym: EPTA

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 26

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
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Contact details of partner 27

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
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Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
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Contact details of partner 28

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
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Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
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Contact details of partner 29

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
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Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
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Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 30

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
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Acronym: EPTA

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 31

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
Phone (office)		(mobile)	
Fax			
Email			
Website			
Contact person			
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
ERDF Funding:		0,00 €
EU National Co-financing:		0,00 €

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Contact details of partner 32

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
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Contact details of partner 33

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
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Website	
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Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
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Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 34

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
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Contact details of partner 35

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
Phone (office)		(mobile)	
Fax			
Email			
Website			
Contact person			
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
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Contact details of partner 36

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
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Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

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Contact details of partner 37

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
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Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

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Contact details of partner 38

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
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NUTS Level 3	
Phone (office)	(mobile)
Fax	
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Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

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Contact details of partner 39

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
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NUTS Level 3	
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Fax	
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Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%	##
Total amount:		0,00 €
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Contact details of partner 40

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

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