



European Union
European Regional
Development Fund

STATUS REPORT

Annex 1

September 2016

4 Governance and financing within the transport planning Ljubljana

Transportation planning system

National level

NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same territorial level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
NUTS1	Ministry of Infrastructure	The Ministry of Infrastructure performs tasks in the field of railway transport, air transport, maritime and inland waterway transport and road transport, as well as tasks in the field of transport infrastructure and cableway installations.	Transport Development Strategy of the Republic of Slovenia (Strategija razvoja prometa v Republiki Sloveniji) Roads Act: Zakon o cestah (ZCes-1) Road Transport Act: Zakon o prevozih v cestnem prometu (ZPCP-2) Railway Transport Act: Zakon o železniškem prometu (ZZeIP)	Public passenger transport (except city transport) Sustainable mobility

NUTS1	Slovenian Infrastructure Agency	<p>The Agency performs expert technical, development, organisational and administrative tasks for the construction, maintenance and protection of main and regional roads and some expressways. The tasks of the Slovenian Infrastructure Agency also include the preparation of proposals for investments in state roads within its jurisdiction, coordination of project planning, and the construction and reconstruction of roads and facilities situated at these roads.</p> <p>The Slovenian Infrastructure Agency is also responsible for the construction, upgrade, reconstruction and maintenance of public railway infrastructure, and other tasks determined by acts and executive acts governing public railway infrastructure.</p>	<p>National Programme of the Slovenian Railway Infrastructure Development: Nacionalni program razvoja Slovenske železniške infrastrukture (NPRSZI)</p> <p>Roads Act: Zakon o cestah (ZCes-1)</p>	<p>Building and maintenance of main and regional roads.</p> <p>Building of railway infrastructure.</p>
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Regional level				
NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
NUTS3	Regional development agency of Ljubljana urban region	Preparation of regional development plan		
Local level				
NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
LAU2	26 municipalities of Ljubljana urban region Borovnica, Brezovica, Dobropolje, Dobrova-Polhov Gradec, Dol pri Ljubljani, Domžale, Grosuplje, Horjul, Ig, Ivančna Gorica, kamnik, Komenda, Litija, Ljubljana, Log-Dragomer, Logatec, Lukovica, Medvode, Mengeš, Moravče, Škofljica, Šmartno pri Litiji, Trzin, Velike Lašče, Vodice, Vrhnika	- Competences for the preparation of spatial plans - Local public transport planning (partly)	Roads Act: Zakon o cestah (ZCes-1) Road Transport Act: Zakon o prevozih v cestnem prometu (ZPCP-2)	Building and maintenance of local roads. Partly local public passenger transport (City public transport, school services, public transport on demand)
Describe the interrelations between different levels (i.e. regional and local, regional and national) in the field of transport planning in terms of governance and funding of the transportation. Please explain the role of regional stakeholders.				
Regarding transport national authorities are competent for railway infrastructure and state roads as well for all public transport with exception of city transport. Local authorities (municipalities) are responsible for local roads and partly for local public transport.				

Additional information relevant to SMART-MR (e.g. diagram, scheme)



4 Governance and financing within the transport planning Oslo/Akershus

Transportation planning system

National level

NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same territorial level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
NUTS1	Ministry of Transport and Communications	The Ministry of Transport and Communications has overall responsibility for the framework conditions for postal and telecommunications activities, for the civil aviation, public roads and rail transport sector, ferry services forming part of the national road system, for coastal management, the marine environment and port and sea transport policy.	National transport plan developed by the agencies subordinate to The ministry of transport and communications.	Public passenger rail transport. National roads. Aviation. Telecommunications. The ministry also contributes to regional roads and public transport projects that are of considerable significance to the regional and/or national infrastructure.
NUTS1				

Regional level

NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
NUTS3	Akershus County Council (regional The city of Oslo (both local and regional body)	Preparation of regional development plan Regional and local public transport planning (Oslo and Akershus County)		Regional roads (and local in Oslo) and public transport provider

Local level

NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
LAU2	22 municipalities of Akershus County and The city of Oslo (both local and regional body) Asker, Bærum, Enebakk, Frogn, Nesodden, Oppegård, Ski, Vestby, Ås, Eidsvoll, Gjerdrum, Hurdal, Nannestad, Nes, Ullensaker, Aurskog-Høland, Fet, Lørenskog, Nittedal, Rælingen, Skedsmo, Sørum, Enebakk and Oslo	- Competences for the preparation of spatial plans - Local roads	The planning and building act	Building and maintenance of local roads.

Describe the interrelations between different levels (i.e. regional and local, regional and national) in the field of transport planning in terms of governance and funding of the transportation. Please explain the role of regional stakeholders.

Regarding transport national authorities are competent for railway infrastructure and state roads, the regional level have responsibility for all public transport except rail. Local authorities (municipalities) are responsible for local roads.

Additional information relevant to SMART-MR (e.g. diagram, scheme)



4 Governance and financing within the transport planning Gothenburg

Transportation planning system

National level

NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same territorial level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
	The Swedish Transport Administration	Responsible for long-term planning of the transport system for all types of traffic, as well as for building, operating and maintaining public roads and railways	The Swedish Planning and Building Act 2010:900 (PBL) The Road Act (VL) (1971:948) The Construction of Railways Act (LBJ) (1995:1649) The Environmental Code (MB) The National Plan for transportation system 2014-2025	State budget proposal for the transport

	<p>The Swedish Transport Agency- The Road and Rail Department</p> <p>http://transportstyrelsen.se/en</p>	<p>It formulated regulations, examines and grants permits, as well as exercising supervision within the field of road and rail over e.g. road traffic, vehicles, commercial transport, railway, light rail and underground systems.</p>		<p>The fees charged for supervision, licensing and record keeping are paid to the Treasury and will be returned to the Agency as an appropriation. The authority is therefore in a formal sense essentially grant-funded, but is ultimately thus covered by the charges paid by the citizens and businesses for the services they are demanding.</p> <p>It is financed through taxes, fees and congestion tax.</p>
	<p>The Swedish Civil Aviation Administration (LFV)</p> <p>https://www.lfv.se/en/about-us</p> <p>Swedavia</p>	<ul style="list-style-type: none"> • It is a government agency which conducts air traffic for civilian and military flights in Sweden and is responsible for the security and development of Swedish airspace • It owns, operates and develops the an airport network in Sweden\ It is state owned 		<ul style="list-style-type: none"> • It is financed through taxes • from Swedavia's services and products (ex.airport charges)

	The Swedish Maritime Administration (SMA)	It is responsible for the safety and accessibility as well as for the construction, operation and maintenance of maritime infrastructure		It is a business oriented government agency and is mainly financed by dues and fees on merchant shipping
	Transport Analysis	It is a government agency charged with providing decision-makers in the sphere of transport policy with sound and relevant policy advice.	Reviewing decisions, evaluate the measures and is responsible for statistics.	It is financed by the state
Regional level				
NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
	The County Administrative Board of Västra Götaland (there are 21 counties in Sweden) ! In the case in which there is no regional self-government	In charge for the regional development, infrastructure planning and public transportation	The Regional Development Strategy (RUS) The Swedish Public Transport Act	State funded
	Västra Götaland Region VGR	Responsible for the regional development, infrastructure planning and public transportation	Strategy for growth and development in Västra Götaland 2014-2020	Taxes

	Västtrafik	It assures the public transportation in all Västra Götaland Region being assigned by VGR		
	The Gothenburg Association of Local Authorities (GR)	It is responsible for setting regional priorities in agreement with the municipalities that established the GR		It is financed by a member fee payed by all the member municipalities
Local level				
NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
	Local Municipalities	Responsible for the local road network	Comprehensive plans (not legally binding) Detailed development plans (legally binding)	Taxes and charges

Describe the interrelations between different levels (i.e. regional and local, regional and national) in the field of transport planning in terms of governance and funding of the transportation. Please explain the role of regional stakeholders.

In comparison with other countries, the Swedish Government has restricted possibilities to affect planning. As such, the Government does not submit national structure images in order to clarify a spatial vision for the development of society. Therefore in the Environmental Code are listed only nationally important areas and issues which government influence must be strong, especially in what concerns the coast zones. Other tools for national influence in Sweden's development are developed from national targets, plans, programs and strategies related to different policy areas (for example National Strategy for Growth) The strategies may be linked to EU initiatives, such as management of Structural Funds at national level. The Parliament and the Government has also set up many national targets in various policy areas that are relevant to planning.

The greatest potential to cooperation and coordination between national infrastructure planning and municipal and regional land use planning is to be found on the regional arena. In all of the Sweden's 21 counties there is a regional body which is responsible for regional growth issues and planning. This responsibility includes drawing up a regional development strategy and the county 's plan for regional transport infrastructure. The regional development strategy (RUS) represents the region's overall development and should link planning processes of importance for the sustainable regional development. The strategy outlines the region's vision, goals, challenges and actions and should represent the basis for the regional sector programs.

The long-term regional infrastructure plan governs how the state's money for infrastructure is used for the regional road and rail network. The measures given priority in planning should help to meet the transport policy objectives.

The regional growth liability and responsibility for public transportation is sometimes in the same regional organization, but it can also be divided into different organs. In 17 of 21 counties the state delegated the responsibility for regional growth and for the long-term strategic infrastructure to the regional policy-making bodies.

The regional public transportation authorities are responsible since 1 January 2012 for the regional public transport supply programs. These authorities may be regions, counties, regional (municipal cooperation bodies) or Local Authorities. The public transportation is dependent to the settlement structure and therefore is important to be linked with other local and regional development and planning processes.

Municipalities have overall responsibility for the long-term developments in the municipality according to local self-government. The municipal monopoly involves responsibility for the multidisciplinary planning according to the Planning and Building Act (PBL). Under PBL, in the municipal, the local claims are met and balanced against the claims and social interests on the overall levels. There is only on the municipal planning that the state's transport infrastructure can be processed both in parallel and integrated with planning of housing, services and local infrastructure.

The long-term strategic and economic planning of the transport system is controlled by the Parliament and the Government through regulations, agency mission and goals and the long-term alignment and action planning undertaken by the Swedish Transport Administration and by the appointed county agencies after the decision of parliament and government, has the control over how the infrastructure should be built, reconstructed and how the infrastructure is to be managed. The planning process for the resources which are going to be invested in the transport infrastructure, is implemented about once every term of office, which means every four years.

Additional information relevant to SMART-MR (e.g. diagram, scheme)

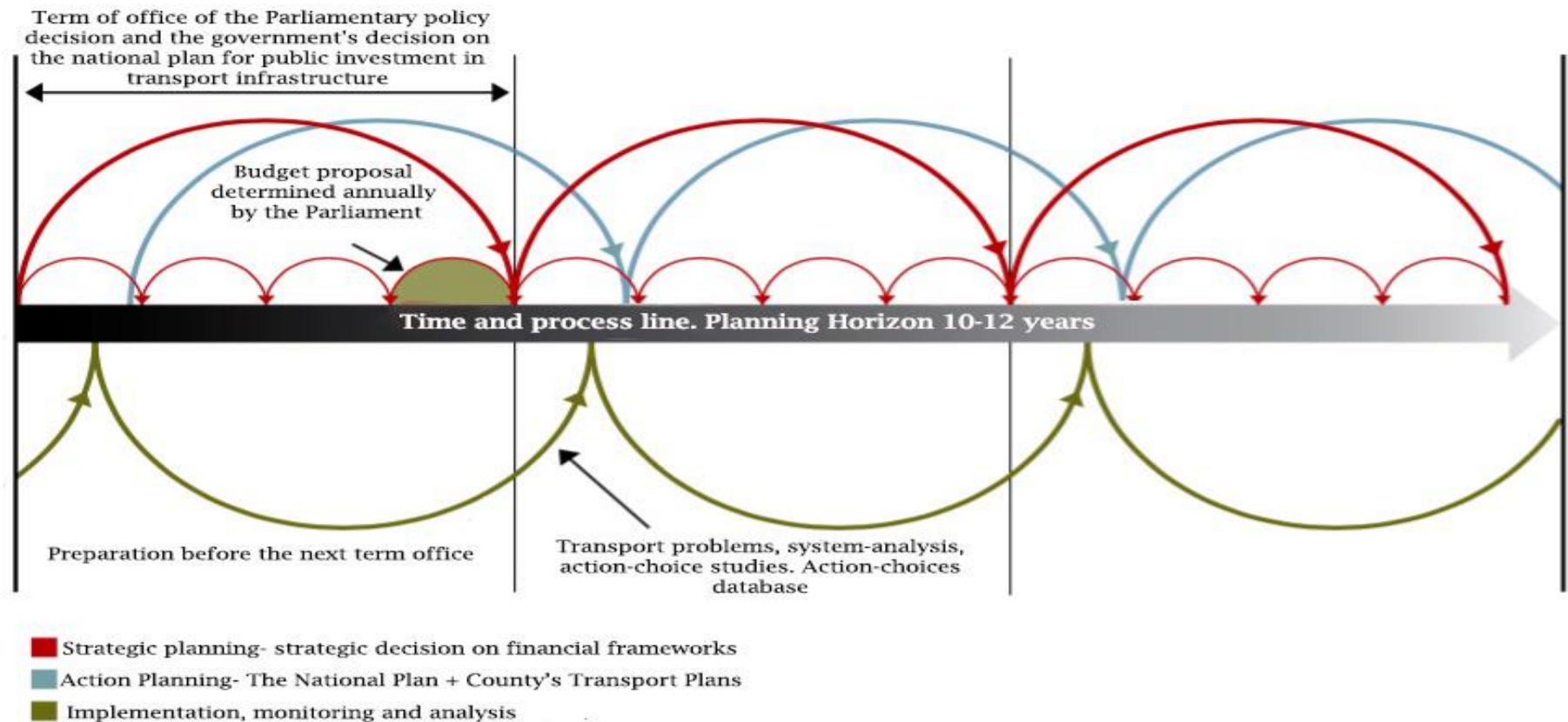
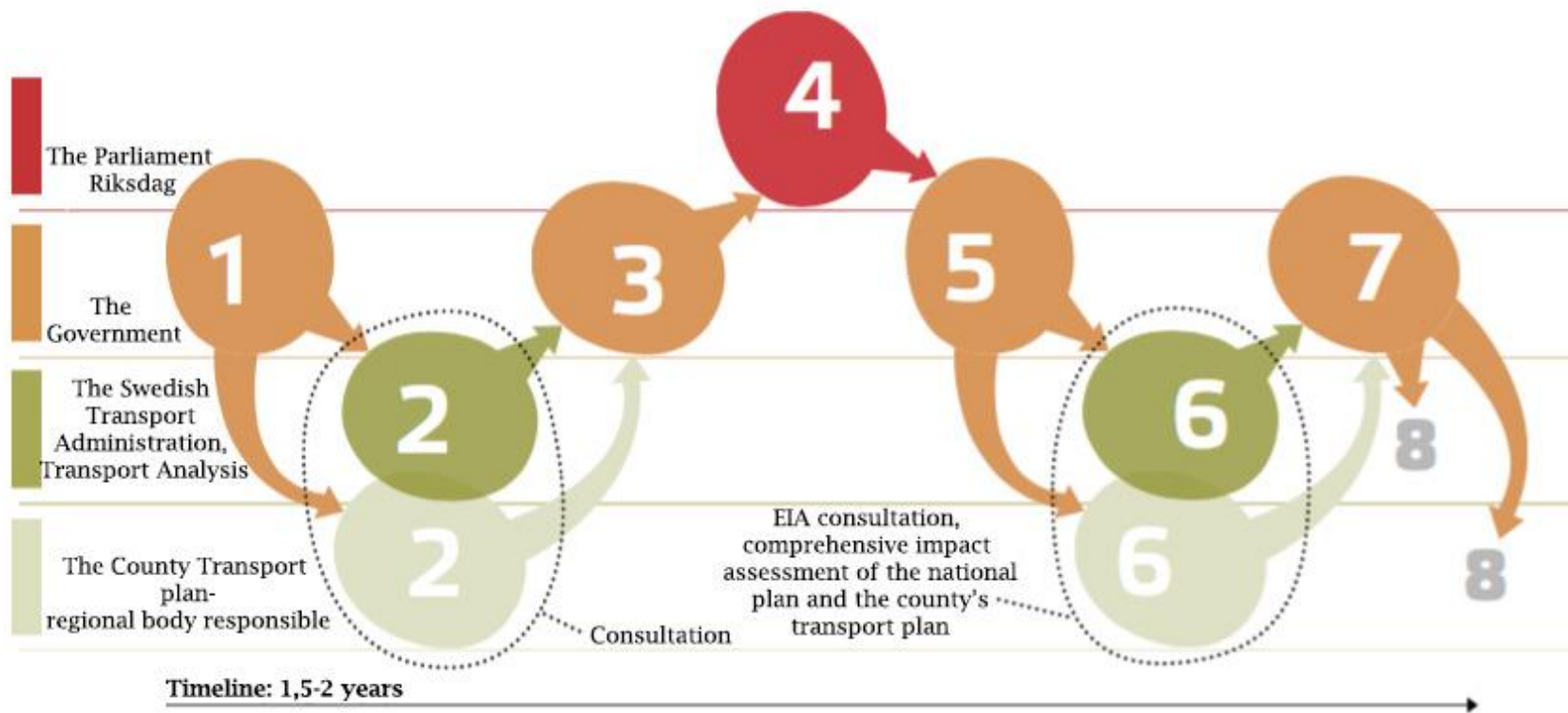


Fig. 1 The decision-making process of the national plan for public investment in transport infrastructure (adapted after the National Board of Housing, Building and Planning in Sweden) <http://www.boverket.se/globalassets/publikationer/dokument/2014/samordna-planeringen-for-bebyggelse-och-transporter.pdf>



Strategic and economic planning of the transport system.
 Planning work is done every fourth year.

Adapted after the National Board of Housing, Building and Planning in Sweden

4 Governance and financing within the transport planning Helsinki

Transportation planning system

National level

NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same territorial level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
	Ministry of Transport and Communications	The Ministry is responsible for the strategies, guidelines and legislation within its branch. It guides the agencies, including Finnish Transport Agency. The agencies are tasked with their operational implementation.	The Ministry of Transport and Communications is strongly involved in every transport system plan of the major cities. The MAL Agreement on Land use, housing and transport based on these plans is signed with the partners involved in the process..	State contributes funding of large transportation projects under MAL Agreements (on certain regions)

	<p>Ministry of Environment</p>	<p>The Ministry of the Environment is responsible for preparing matters concerning communities, the built environment, housing, biodiversity, sustainable use of natural resources and environmental protection. The Ministry outlines land-use planning</p>	<p>The Ministry of Environment, together with Ministry of T & C, is strongly involved in every transport system plan of the major cities. The MAL Agreement on Land use, housing and transport based on these plans is signed with the partners involved in the process..</p>	
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Finnish Transport Agency (FTA)

FTA operates under the jurisdiction of the Ministry of Transport and Communications.

FTA is responsible for Finland's roads, railways and waterways and for the overall development of Finland's transport system.

The Finnish Transport Agency's central tasks are to maintain and develop the transport system in cooperation with other actors; to answer for the state-owned road and railway network and for the waterways; to carry the responsibility for large road projects and for the planning, maintenance and building of railways and waterways; to manage the operations of the area of responsibility Transport and Infrastructure under the ELY Centres; to participate in the coordination of transport and land use; to handle and develop traffic management in the state-owned transport infrastructure and in shipping and to develop the operational preconditions for public transport etc.

FTA is funding the maintenance of the state-owned road and railway network, major road projects, railways and waterways and also grants subsidies aimed at promoting merchant shipping and other transport modes.

Regional level

NUTS/LAU level

Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)

Jurisdictions and competences

Laws, regulations and obligatory planning documents

Financial role

Helsinki-Uusimaa Regional Council (HURC)

The Regional Councils are mandated in Finnish law. The main operational tasks are regional development, regional land-use planning and international cooperation.

Act on Regional Development and Land use and Building act, These councils have two main functions laid down by law: Regional Development and Regional Land Use Planning. In their planning, the regional councils take account the national targets set by the Government and Ministries.

Regional councils receive their funding from their member municipalities. They also receive funds for regional development from the Government and the European Union. They provide funding for local projects.

All regional councils produce:

- a Regional Strategic Plan (long term)
- a Regional Programme (a four year period)
- a Regional Land Use Plan (long term)
- a Regional Implementation Plan (annual)

Regional land use plan defines the use of areas needed for particular purposes and the principles of urban structure from the point of view of regional development.

Transport system planning process* includes Development Objectives for the Logistics System; Logistics and Development Strategy; Descriptions of

	<p>Centre for Economic Development, Transport and the Environment in Uusimaa region (ELY Centre)</p>	<p>The Centres for Economic Development, Transport and the Environment (ELY Centres) are responsible for the regional implementation and development tasks of the central government.</p> <p>ELY Centres have three areas of responsibility: Business and industry, labour force, competence and cultural activities; Transport and infrastructure and Environment and natural resources.</p> <p>In transport sector ELY centres are responsible for road maintenance, road projects, transport system management, public transport, public transport service level, traffic management etc.</p>	<p>Public Transport Act</p>	<p>ELY Centres play a significant role as authorities granting EU funding and as drivers of regional development.</p> <p>ELYs also fund planning, building projects and maintenance of small and medium size roads and ways for light traffic, and also fund for private roads</p>
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	<p>Helsinki Region Transport (HRT)</p>	<p>Helsinki Region Transport (HSL) is a joint local authority whose member municipalities are Helsinki, Espoo, Vantaa, Kauniainen, Kerava, Kirkkonummi and Sipoo.</p> <p>HSL plans and organizes public transport in the region and improves its operating conditions; is responsible for the preparation of the Helsinki Region Transport System Plan (HLJ); procures traffic services; approves the public transport fare and ticketing system as well as ticket prices etc.</p>	<p>Act on Cooperation Between Municipalities in the Helsinki Metropolitan Area in Waste Management and Public Transport; According to the Act, the municipalities in the metropolitan area collaborate on transport system and public transport planning.</p> <p>According to the Regional Development Act, transport system planning is at the responsibility of Regional Councils, with the exception of Helsinki region where the task is assigned to HRT(HSL).</p> <p>Helsinki Region Transport System Plan (HLJ)</p> <p>The preparation of the HLJ 2015 was closely linked to the Helsinki Region Land Use, Housing and Transport cooperation (MAL) and regional land use planning.</p>	<p>HRT is targeting the state funding in HLJ-plan by prioritizing transport projects. Approximately a half of the investment money comes from state and another half from municipalities.</p>
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Local level				
NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
	<p>Cities and municipalities</p> <p>Muita?</p>	<p>Large transport solutions, such as main streets and the construction of railways, are defined in the master plan.</p> <p>Detailed traffic systems are determined in detailed city plans.</p>	<p>Land use and Building act</p> <p>Master plans, Voluntary Transport Development Plan as a part of strategic development work</p>	<p>Funding regional and local transport projects</p>

Describe the interrelations between different levels (i.e. regional and local, regional and national) in the field of transport planning in terms of governance and funding of the transportation. Please explain the role of regional stakeholders.

The Ministry of Transport and Communications and the Ministry of Environment, which outlines land-use planning, are strongly involved in every transport system plan of the major cities including Helsinki Metropolitan Region. The MAL Agreement on Land use, housing and transport based on these plans is signed with the partners involved in the process. State contributes funding of large transportation projects under these agreements.

In the Helsinki region co-operation between land use, housing and transport sectors has been confirmed on many levels, as well as policy-makers and officials concerned. The highest body is the Helsinki Region Cooperation Assembly (HSYK), which is the cooperation body of the leading elected officials (the chairmen of local councils and governments) of fourteen municipalities in the Helsinki region. Regional cooperation focuses particularly on land use, housing and transport issues as well as regional services.

HSYK has been nominated the Helsinki Metropolitan Region Advisory Board for Land use, Housing and Transportation (MAL Advisory Board), which includes the leading officials on transport, land use and housing from every municipality. MAL Advisory Board prepares for HSYK the regional land use, housing and transport strategy and is responsible for monitoring and reporting on its implementation.

On regional level, another main stakeholder is the HLJ-committee, which steers the preparation of the Helsinki System Transport Plan. The Finnish Transport Agency, Helsinki-Uusimaa Regional Council (HURC) and the Centre for Economic Development, Transport and the Environment in Uusimaa (ELY-Centre) are represented in the HLJ-committee. The Helsinki-Uusimaa Regional Council is a key member, as it coordinates the Helsinki region and the Uusimaa region (26 municipalities) broader transport planning.

HLJ-committee consists of the representatives of the seven member municipalities of HSL and representatives (2 members and 2 experts) of KUUMA-region (Central-Uusimaa region, 7 municipalities) and representatives of state level transport and environmental authorities (ministry representatives). It is essential that transport, housing and land-use planners of these municipalities are strongly involved in the process to ensure an unbiased plan. Municipalities also fund the major public transport projects.

Additional information relevant to SMART-MR (e.g. diagram, scheme)

4 Governance and financing within the transport planning Budapest

Transportation planning system

National level

NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same territorial level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
1	Ministry for National Development (NFM)	NFM is responsible for comprehensive transport issues in Hungary.	Law for passenger transport, law for road transportation, highway code, technical specifications for road design	NFM finances and orders long-distance, regional, suburban public transport for bus and train services, pays the compensation after social fares in regional and local public transport as well. It coordinates EU funded projects and secures national co-financing.
1	Hungarian Transport Administration (KKK)	KKK formulates the Hungarian Transport Strategy and coordinates national transport development projects (due to current reforms, KKK will be integrated into NFM).	-	-

1	National Infrastructure Development Company (NIF)	NIF manages major national transport development projects for road and rail.		NIF realizes planning and building projects from national budget and/or EU funding.
1	Managing Authority for Transport Operational Programmes (IH)	IH is responsible for the tendering and management of the EU funded operational programs.		IH takes part in planning the budget and manages the flow of EU funds.
Regional level				
NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
2	In Hungary, regional level is only relevant in statistical activities, no institutions or roles are defined for transportation planning.			
Local level				
NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
3	Municipality of the City of Budapest (City)	The City is responsible for public transport and traffic management for the whole city (Budapest).	Municipal Regulations, planning directives.	The City finances planning and operating city transportation (public transport, road maintenance, etc.) from the local budget and state subsidy, except for local district roads without public transport.

3	Local municipalities of the 23 districts of Budapest (Districts)	Districts are responsible for planning and operating their own local transportation infrastructure (except for public transport and traffic management)	Municipal Regulations, planning directives.	The Districts finance the operation and management of local roads, collect parking revenues).
3	BKK Centre for Budapest Transport (BKK)	BKK is responsible for strategic planning, research and innovation, and manages transport development projects.	-	BKK finances planning and executing projects from municipal budget and/or EU funding.
3	Budapest Közút Zrt (Közút)	Közút is responsible for operation and maintenance of road infrastructure in Budapest.	-	Közút finances planning and executing road projects from municipal budget.

Describe the interrelations between different levels (i.e. regional and local, regional and national) in the field of transport planning in terms of governance and funding of the transportation. Please explain the role of regional stakeholders.

Roles of the local municipalities are laid down in the municipal law. The regional level has no relevance in Hungary in the field of transportation planning. The funding is at two levels: national government (represented by the relevant ministry, NFM) finances regional transport and local municipalities are financing local transport. The ministry also pays the compensation after social fares in local public transport as well and subsidises public transportation. Transport developments are financed from EU funds, national and local budgets.

In Budapest the municipality established BKK as a transport authority in 2010 in order to integrate and manage local transportation. BKK is responsible for the mobility strategy of the city, orders public transport services, sells and controls tickets, manages transport development projects. The relation between the Municipality of the City of Budapest and BKK is regulated by a task assignment and PSO contract.

Additional information relevant to SMART-MR (e.g. diagram, scheme)

4 Governance and financing within the transport planning Rome

Transportation planning system

National level

NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same territorial level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
0 (ITI)	Ministero delle infrastrutture e dei trasporti	Competence on national infrastructure networks (road, highway, railway, port and airport) and transport services of National level (crossing more than three regions). In addition, it expresses the general transport and logistics plan.	New Traffic Law: legislative decree no. 285, 30 April 1992	Provide with specific laws to finance infrastructures and services at regional level

Regional level

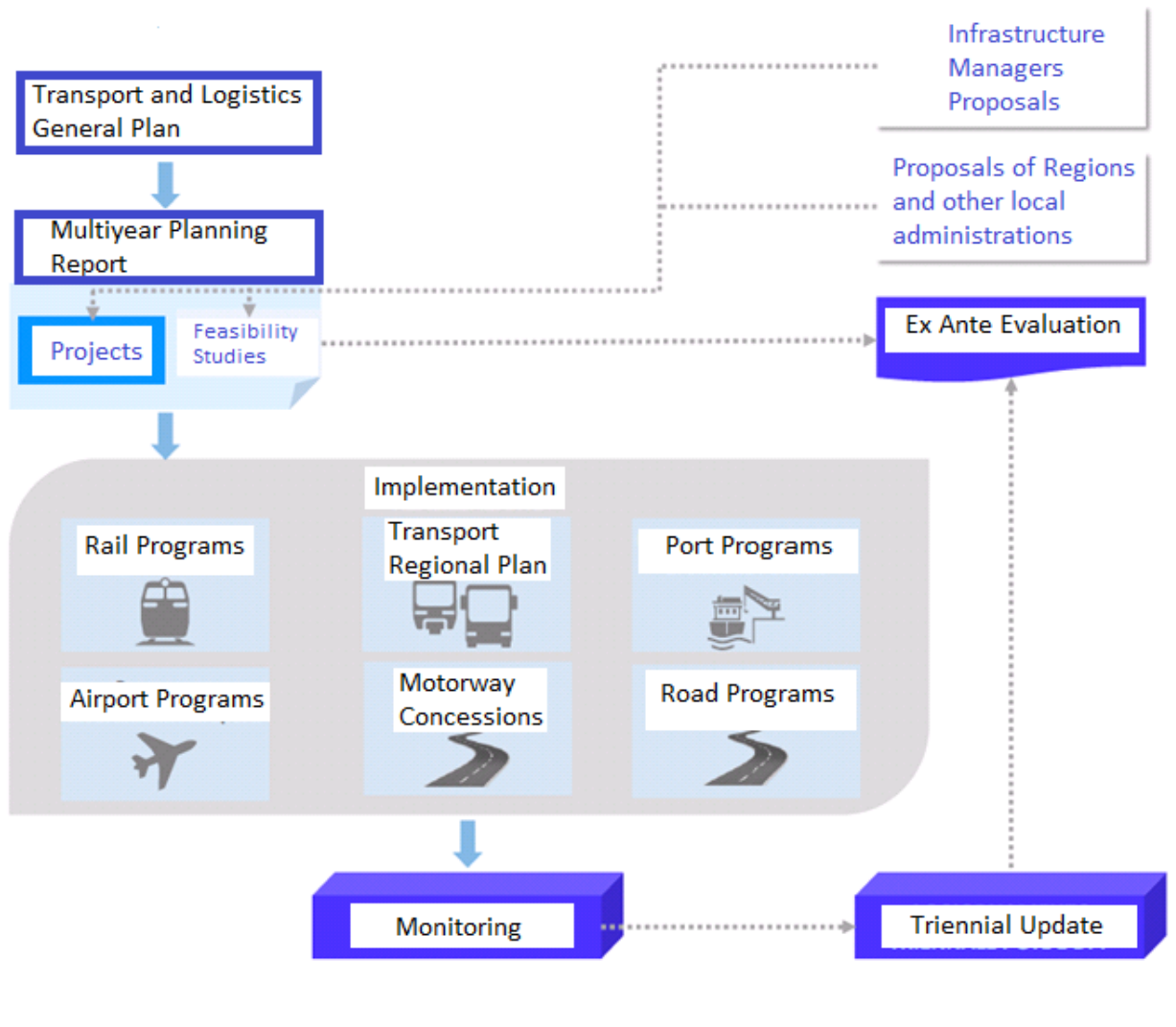
NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
2 (IT14)	Regione Lazio - Assessorato alle Politiche del territorio e Mobilità	Transportation Planning of regional transport system. Competence on the regional railway services; on road, port and airport of regional interest ; competence on regional public transport services, in terms of planning, programming and implementation to ensure the minimum services required by law.	Legislative decree no.422 19/11/1997 Conferring on the Regions and local authorities of functions and tasks in the field of local public transport	Provide to finance infrastructures and services at regional and local level. Provide to finance all the transport infrastructures and public transport services at regional level

Local level

NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
3 (IT143)	Città metropolitana di Roma Capitale	The Metropolitan City of Rome has competence over the territory of 121 Municipalities. It is responsible for the elaboration of Sectors' Plans: has elaborated Basin Plans for Passengers and Goods Mobility and realized or contributed to realizing mobility infrastructures, according to the Regional Plan of Mobility, Transport and Logistics.	Statute	Provide to finance the local infrastructures with own budget and with the contribution of the State and the Lazio Region

	<p>Comune di Roma Capitale</p>	<p>Skills on the 15 municipalities and through the Department City in Movement on the issues of planning and design for mobility from the guidelines.</p> <p>The Department City in Movement to which they are assigned the powers relating to mobility policies (planning and design).</p> <p>The City of Rome owns municipal companies (ATAC and Mobility Agency) which provide public transport and mobility services.</p>	<p>Urban Traffic Plan (PUT), art. 36 [1] of the New Traffic Law, it is mandatory for municipalities and consists of a coordinated set of interventions to improve the conditions of the road traffic in the urban area, pedestrian, public transport and private vehicles.</p> <p>Traffic Masterplan medium-term short program (about 5 years)</p> <p>A.C. of 16/04/2015</p> <p>http://www.comune.roma.it/PCR/resources/cms/documents/PGTUDACDeliberN21del16042015.pdf</p>	<p>Provide to finance all public transport services with the contribution of the state and the Region</p> <p>Provide to finance the local infrastructures with the contribution of the state and the Region</p>
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Describe the interrelations between different levels (i.e. regional and local, regional and national) in the field of transport planning in terms of governance and funding of the transportation. Please explain the role of regional stakeholders.



Additional information relevant to SMART-MR (e.g. diagram, scheme)

4 Governance and financing within the transport planning Porto

Transportation planning system

National level

NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same territorial level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
NUT 1	Institute for Mobility and Transport (IMT, I.P)	<p>The IMT, I.P. is a central body with jurisdiction over the entire national territory. The IMT, I.P. acts on matters related to the Ministries of Internal Affairs, Planning and Infrastructure, the Environment, and the Sea, under the supervision and authority of the Minister of Planning and Infrastructure.</p> <p>The main jurisdictions are the planning in the sector of land transport, river and its infrastructure and economic aspects of the sector of commercial ports and maritime transport.</p>	Decree-Law No. 236/2012 of 31 October, amended and republished by Decree-Law No. 77/2014 of 14 May, as amended by Decree-Law No. 83/2015 of 21 May	

Regional level				
NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
NUT 3	AMP (Metropolitan Area of Porto)	See point ORGANIZATION OF TRANSPORT AND TRANSPORT PLANNING in the Status Report.	Law 52/2015 of 9 June	
Local level				
NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
NUT 4	Municipalities	- The municipalities have the competences regard the municipal lines, meaning the lines with all the path in the municipality.	Law 52/2015 of 9 June	
Describe the interrelations between different levels (i.e. regional and local, regional and national) in the field of transport planning in terms of governance and funding of the transportation. Please explain the role of regional stakeholders.				
Law 52/2015 of 9 June, approved the Legal Regime of the Public Passenger Transport Services, which caused the extinction of the Metropolitan Authority of Porto Transports (AMTP), partially delegating their functions and powers in the Metropolitan Area of Porto (AMP) from September 2015.				
AMP thus became the competent Transport Authority as to public service intercity passenger transport, meaning the bus lines that intersect more than one				

municipality and that operate entirely or mainly in the metropolitan area of Porto, and therefore responsible for its planning.

However, with regard to municipal lines (to, from and with an integral path in one municipality) the transport authority is the municipality and therefore responsible for the transport planning within the territory.

And with regard to public operators (Metro do Porto, STCP (bus that operate in 5 municipalities of Porto region) and CP (train)) power remained in the state sphere.

Faced with an institutional disarticulation scenario, emerged in the AMP the idea that a shared coordination of the needs and goals of the municipalities of the metropolitan area of Porto would be necessary. To AMP was important to define a shared approach involving the main actors, which features local authorities and operators. By the way, to confirm this idea, the Institute for Mobility and Transport (IMT) in its document entitled "Legal Regime of the Public Passenger Transport Service - The Definition of Territorial Jurisdiction and Network Management Importance" (following "The Guidelines for the interpretation of Regulation (EC) No 1370/2007"), provides a demonstration of the advantages of metropolitan management and its contribution to increased efficiency. This demonstration is reflected in the text of the document, as can be verified in the following references:

"The supra-municipal management is of great importance, especially in areas of complex and dense networks of various operators and commuting or intermodal movements, such as in metropolitan areas"; "The network contracts require greater monitoring effort but allow better resource optimization and efficiency gains, and better integration to the line-by-line contracts."

As can be seen these ideas clearly induce the existence of an increase in resource management efficiency applied in this subject area when it promotes a supra-municipal scale of authority, coordinated by the relevant inter-municipal entity. In this case, creating the conditions for the AMP coordinate transport management and promote inter-modality.

In this sense, AMP promoted a new management model. This new model had a complex structure of distribution of powers between the 19 entities, presenting

a model of shared management that is held in the delegation of mutual responsibilities between municipalities and AMP.

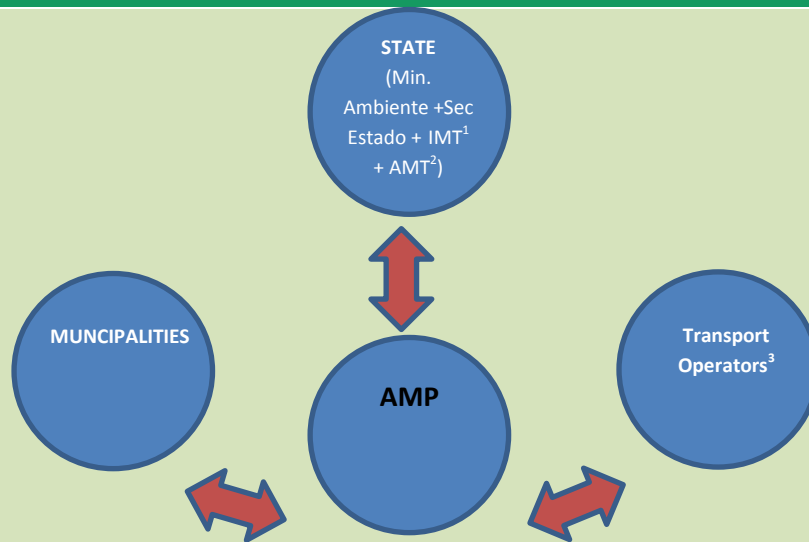
This new model of management of public transport, built in aggregation with the municipalities, included in the legal instrument - **the inter-administrative contract of delegation of powers**.

This tool allows transforming the 17 local authorities plus the metropolitan authority in one, what will result in a significant gain in efficiency, an optimization of human, technological and financial resources, facilitating the standardization of procedures and better coordination with the transport operators.

This tool also enables significant efficiency gains to the design level of networks and promotion of inter-modality, while optimizing the cost calculation, according to the type of needs and available resources.

This agreement also is responsible for the creation of the Technical Management Unit (TMU). These TMU enables the State to delegate in the inter-municipal authorities some of his powers related to the planning and management of transport public. One example is the case of the TMU of the municipalities served by the STCP network, state-regulated bus operator, in which via an inter-administrative contract, delegate the regulatory powers, supervision and inspection careers of STCP in TMU_STCP, coordinated by the municipality of Porto and the AMP and include representatives of the municipalities of Vila Nova de Gaia, Matosinhos, Maia, Gondomar and Valongo (already approved by memorandum of understanding signed on 27 June 2016 by the Portuguese Prime Minister).

Additional information relevant to SMART-MR (e.g. diagram, scheme)



Notes:

1-IMT - Institute for Mobility and Transport

2-AMT- Mobility and Transport Authority

3-Transport Operators: Public (STCP + METRO + CP) and private

AMP has established a collaborative platform based on agreements, memorandum of understanding and delegation agreements that support the planning of the metropolitan mobility.

This platform allows AMP coordinate with the municipalities, with the public passenger transport operators, with the Institute for Mobility and Transport (IMT), with TIP - Intermodal Transport Port - Andante, the Authority for Mobility and Transport (AMT), particularly in the validation and verification of the routes and timetables of public transportation of passengers.

4 Governance and financing within the transport planning Rome

Transportation planning system

National level

NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same territorial level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
0 (ITI)	Ministero delle infrastrutture e dei trasporti	Competence on national infrastructure networks (road, highway, railway, port and airport) and transport services of National level (crossing more than three regions).In addition, it expresses the general transport and logistics plan.	New Traffic Law: legislative decree no. 285, 30 April 1992	Provide with specific laws to finance infrastructures and services at regional level

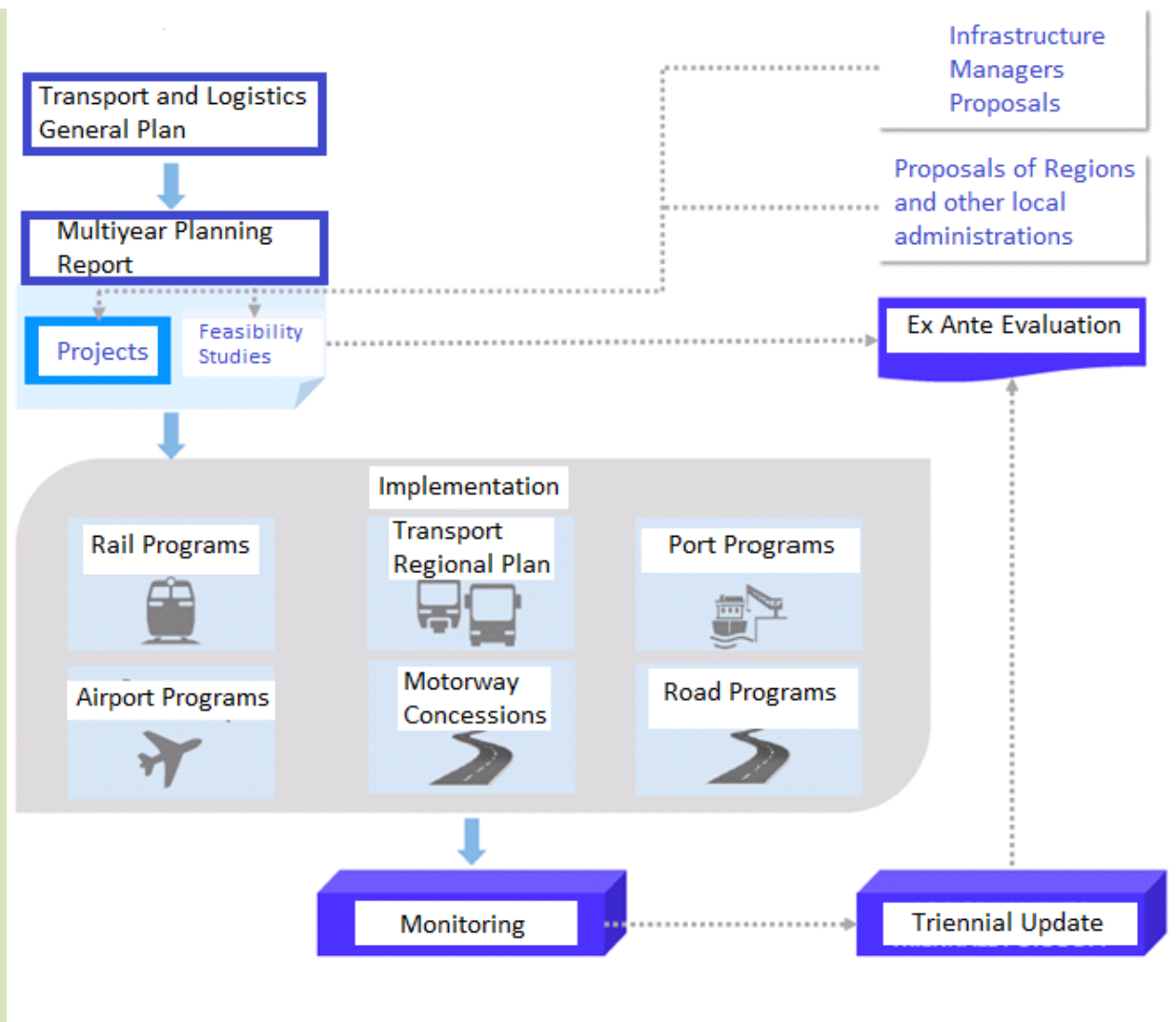
Regional level

NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
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2 (ITI4)	Regione Lazio - Assessorato alle Politiche del territorio e Mobilità	<p>Transportation Planning of regional transport system.</p> <p>Competence on the regional railway services; on road, port and airport of regional interest ; competence on regional public transport services, in terms of planning, programming and implementation to ensure the minimum services required by law.</p>	<p>Legislative decree no.422 19/11/1997</p> <p>Conferring on the Regions and local authorities of functions and tasks in the field of local public transport</p>	<p>Provide to finance infrastructures and services at regional and local level.</p> <p>Provide to finance all the transport infrastructures and public transport services at regional level</p>
Local level				
NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
3 (ITI43)	Città metropolitana di Roma Capitale	<p>The Metropolitan City of Rome has competence over the territory of 121 Municipalities. It is responsible for the elaboration of Sectors' Plans: has elaborated Basin Plans for Passengers and Goods Mobility and realized or contributed to realizing mobility infrastructures, according to the Regional Plan of Mobility, Transport and Logistics.</p>	<p>Statute</p>	<p>Provide to finance the local infrastructures with own budget and whit the contribution of the State and the Lazio Region</p>

	<p>Comune di Roma Capitale</p>	<p>Skills on the 15 municipalities and through the Department City in Movement on the issues of planning and design for mobility from the guidelines.</p> <p>The Department City in Movement to which they are assigned the powers relating to mobility policies (planning and design).</p> <p>The City of Rome owns municipal companies (ATAC and Mobility Agency) which provide public transport and mobility services.</p>	<p>Urban Traffic Plan (PUT), art. 36 [1] of the New Traffic Law, it is mandatory for municipalities and consists of a coordinated set of interventions to improve the conditions of the road traffic in the urban area, pedestrian, public transport and private vehicles.</p> <p>Traffic Masterplan medium-term short program (about 5 years)</p> <p>A.C. of 16/04/2015</p> <p>http://www.comune.roma.it/PCR/resources/cms/documents/PGTUDACDeliberN21del16042015.pdf</p>	<p>Provide to finance all public transport services with the contribution of the state and the Region</p> <p>Provide to finance the local infrastructures with the contribution of the state and the Region</p>
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Describe the interrelations between different levels (i.e. regional and local, regional and national) in the field of transport planning in terms of governance and funding of the transportation. Please explain the role of regional stakeholders.



Additional information relevant to SMART-MR (e.g. diagram, scheme)

4 Governance and financing within the transport planning Barcelona

Transportation planning system

National level

NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same territorial level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
NUTS I	Spanish government Ministerio de Fomento	They manage and build some of the roads and railways in AMB region	Plan for Infrastructure, Transport and Housing (PITVI) 2012-2024	Discretionary economic contribution to the metropolitan public transport. Financing some of the roads and railways in AMB region

Regional level

NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role
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NUTS II (ES-51)	Generalitat de Catalunya	Plan, coordinate , implement and monitor the general policies of road transport , railways, ports and airports. Plan transport services by road, rail, ports and airports in the area of Catalonia .	Mobility's law 9/2013 of Catalonia's parliament. Law 21/2015, of 29 July, on the financing of the public transport system in Catalonia Passenger Transport Plan of Catalonia 2015-2020 Transport Infrastructure Plan of Catalonia 2006-2026 Mobility Master Plan of the Barcelona Metropolitan Region (pdM)	Definition of fares and income ownership fare. Clearing house between operators and public institutions Financing some of the roads and railways in AMB region
AMB is a Metropolitan Area within a NUTS III area	AMB	The AMB plans and manages bus networks and other public transports,	The AMB becomes the metropolitan public administration on the 27th July 2010, when the Parliament of Catalonia passes unanimously the Law 31/2010. Approval of the Urban Mobility Metropolitan Plan.	Coordination
Local level				
NUTS/LAU level	Public institutions related to transport planning (If there are more institutions on the same level, add new lines.)	Jurisdictions and competences	Laws, regulations and obligatory planning documents	Financial role

NUTS IV	Municipalities	Urban plan transport services	PMU	ND
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Describe the interrelations between different levels (i.e. regional and local, regional and national) in the field of transport planning in terms of governance and funding of the transportation. Please explain the role of regional stakeholders.

- Municipalities: are responsible for urban mobility plans. They are key players in terms of metropolitan governance. They manage their own urban transport
- Catalan Government - ATM: They manage some of the public transport services in the AMB region (bus, tram, railway), decide the public transport rates and also have the competence on main infrastructures planning (metro lines, bus lanes, roads, etc).
- Spanish Government (Ministerio de Fomento): They manage and build some of the roads and railways in AMB region.
- Province Government (Diputació de Barcelona): They manage and build some of the roads in AMB region.

Additional information relevant to SMART-MR (e.g. diagram, scheme)