



LOCAL ACTION PLAN

Upgrading the Public Transport System in the Baia Mare Metropolitan Area

OptiTrans is an EU funded project, supporting the initiative of public authorities with competence and experience in public transport from 7 European countries, coming together to reduce carbon dioxide through experience exchange and good practices.

The Ministry of Infrastructure and Agriculture of Thuringen, Germany is implementing OptiTrans - Optimisation of Public Transport Policies for Green Mobility as the Lead Partner, having as partners the Intercommunity Development Association <Baia Mare Metropolitan Area> and Zadar Municipality from Croatia, Tartu Municipality from Estonia, Thessaly Region in Greece, Abruzzo Region in Italy and the Granada Energy Agency from Spain. The main objective of the project is to increase public transport use in peri-urban and rural areas, with the result being a Local Action Plan to improve existing policies in public transport, raising its importance at the expense of using a private car resulting in lower CO2 emissions. In this context, a Local Support Group consisting in specially appointed representatives from institutions and organizations directly or indirectly involved in public transport was established to assist the Association in achieving the project results by providing the necessary information to identify the existing problems and most viable solutions, and by participating in various activities (local support group meetings, experience exchanges, international thematic workshops). The information thus obtained is used for the elaboration of the Local Action Plan.

Part. I – General context

Project: OptiTrans – Optimisation of Public Transport Policies for Green Mobility [PGI01997]

Partner name: Baia Mare Metropolitan Area Intercommunity Development Association

Other partners: The Ministry of Infrastructure and Agriculture from Thuringia, Germany–Lead partner, Zadar (Croatia), Tartu (Estonia) Municipalities, Tesalia Region in Greece, Abruzzo Region in Italy and the Granada Regional Agency for Energy in Spain.

Country: Romania

NUTS2 region: North – West

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The financing programme of the OptiTrans [PGI01997] project is InterReg Europe, Priority Axis 3- Low carbon economy, addressing the transition to a low-carbon economy especially in urban areas and promoting sustainable urban mobility and multimodal adaptation measures in transport.

OptiTrans project is aimed at policies promoting mobility and public transport which produce less carbon dioxide, as well as at eco - friendly transport and alternative means of mobility. Producing less carbon dioxide from transport can be achieved through increasing the use of public transport and by not using private alternatives.

The main objective of the project is to increase public transport use in peri-urban and rural areas, with the result being a Local Action Plan to improve existing policies in public transport, raising its importance at the expense of using a private car resulting in lower CO2 emissions.

Part II – Context

Starting with the year 2014, the Local Public Transport Department was developed within the Association based on Law 51/2006 of public utilities community services republished and Law 92/2007 of local public transport services.

The Managing Authority (Local Public Transport Department) of the Association is authorized by the National Regulatory Authority for Community Utilities Services through the authorization no. 334/04.12.2012 to exercise the legal procedures for local public transport services.

Baia Mare Metropolitan Area Association organizes and coordinates the local public transport service through regular trips within 7 territorial administrative units in the First Development Zone of the metropolitan area: Baia Mare Municipality, Baia Sprie City, Tăuții Măgherauș City, Dumbrăvița, Groși, Recea and Săcălășeni Communes.

The public transport service in Baia Mare is done with busses, trolleys and mini - busses, and for the rest of the area, the service uses busses and mini - busses only.

The form of awarding the local public passenger transport service by regular flights is direct attribution to delegated management to S.C. URBIS S.A., a joint - stock company established by Baia Mare Municipality, owning a transport license, transformed in 2013 into a regional operator. Baia Mare Municipality owns the majority with 97,06% of shares. Tăuții Măgherauș City owns 0,98%, Dumbrăvița - 0,49%, Recea - 0,49%, Groși - 0,49% and Săcălășeni - 0,49% of shares.

S.C. URBIS S.A. is a public company, with Baia Mare Metropolitan Area Association being the managing authority, based on G.E.O. 109/2011 on corporate governance of public companies approved with amendments and completions by Law 111/2016.

The contract for the delegation of service management (Public Service Contract) complies with the general principles laid down in Regulation (EC) 1370/2007 but is not fully harmonized with it. A procedure for the award of a new Public Services Contract is in progress.

The Functional Urban Area, has as main transport program the increased accessibility and mobility within the Metropolitan Area. A priority is the development and expansion of the Metropolitan Transport System, which will make a decisive contribution to increasing mobility and accessibility within the Metropolitan Area. In close correlation with these projects, undergoing is a project for upgrading and expansion of the Baia Mare Ring Road, which is the main axis of the Functional Urban Area.

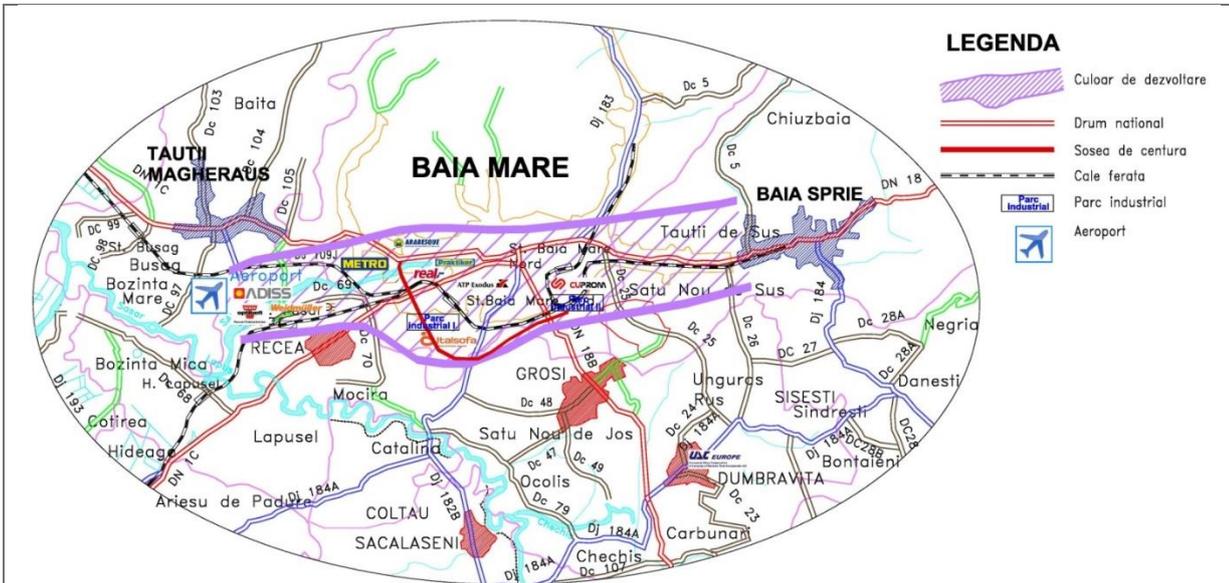


Fig. 1 Functional Urban Area
Source: Baia Mare Metropolitan Area

In order to satisfy the need for mobility within the metropolitan area, the transport operator uses a network made out of busses, trolleys and mini - busses.

The administrative territorial units members of the Baia Mare Metropolitan Area benefitting from public transport (from S.C. URBIS S.A.) are: Baia Sprie City, Tăuții Măgherauș City and Recea, Groși, Dumbrăvița and Săcălășeni communes.

In other localities, transport is ensured through the County Transport Program in the competence of Maramureș County Council.

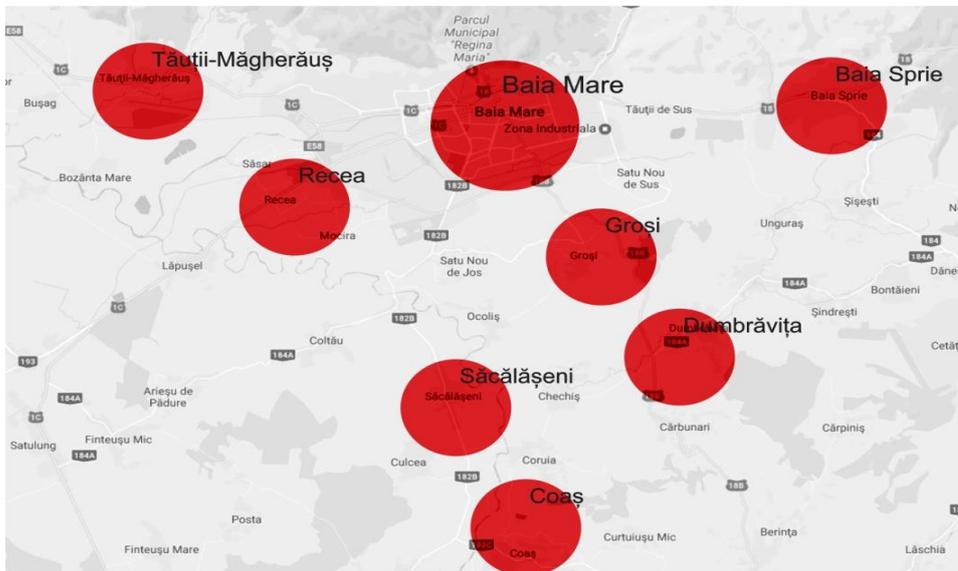


Fig. 2 The localities that benefit from the services of transport company URBIS S.A.
Source: SUMP Baia Mare Metropolitan Area

The Local Action Plan will impact:

■ **“Investment for growth and work places” Program**

European Territorial Cooperation Program

■ **Other Regional Development Tools**

The name of the policy to which the LAP refers to is:

Urban and Metropolitan Sustainable Mobility Plan of Baia Mare for 2020-2030.

The Sustainable Urban Mobility Plan is a strategic document and instrument for the development of policies and measures aimed at meeting the need for mobility of people and goods leading to a better quality of life while contributing to the achievement of European climate change objectives and traffic safety.

The purpose of the Mobility Plan is to improve all modes of transport, public or private, passenger or freight, motorized or non-motorized.

The document has an integrated approach, based on principles of cooperation, coordination, consultation. It also targets five strategic objectives:

- Accessibility; Safety; Environment; Economic efficiency; Urban quality.

The new principles focus on people and their needs, at the expense of cars. It is intended to increase the quality of life, create a safer living environment, develop a sustainable tourism, increase accessibility for all categories of users, make efficient use of resources, increase the health of the inhabitants.

The study area of the Sustainable Urban Mobility Plan covers the Municipality of Baia Mare and its Metropolitan Area:

The main area of study of the Sustainable Urban Mobility Plan is the administrative territory of Baia Mare Municipality, but the analysis is extended to different territorial levels and differentiates as follows:

- Main study area - the administrative territory of Baia Mare Municipality. For this territory, a maximum level of data disaggregation (relevant spatial, socio-economic, and behavioral data) data is used. This is also the area for collecting and analyzing field data.
- The extensive analysis area - includes, the neighboring localities included in the metropolitan area with which it has spatial-functional and socio-economic relations with significant impact on mobility. At this level, an average level of data disaggregation is used, relevant for traffic modeling and project and action identification.
- Over-territorial context - includes the entire urban functional area of Baia Mare, Maramureş County and the North-West region, for which a minimum level of data disaggregation is used. Relevant influences and conditions at national and European level are also taken into account.

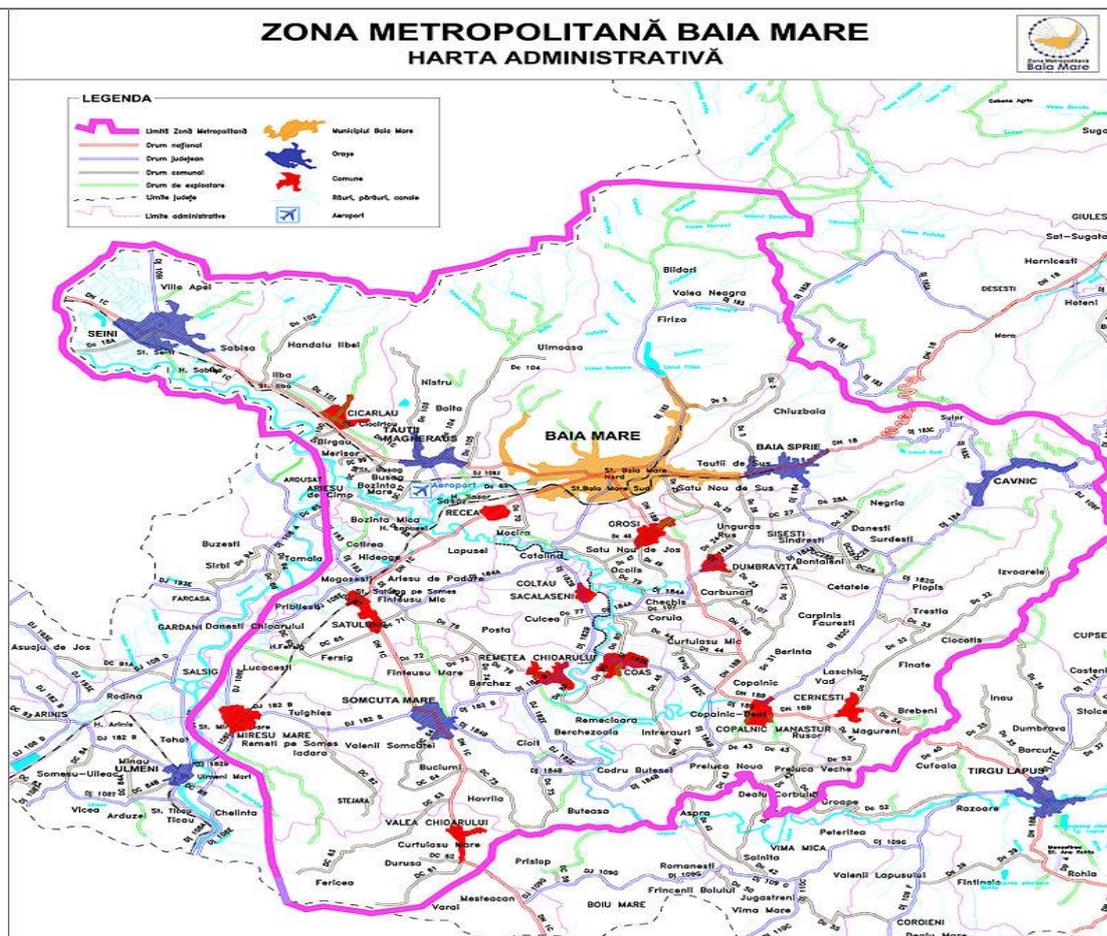


Fig. 3 Baia Mare Metropolitan Area

Source: <http://www.zmbm.ro/>

The Local Action Plan will lead to:

- Increased planning and coordination capacity for Public Authorities in the field of public transport - Baia Mare Metropolitan Area Association will contribute to improving the service within the localities that have delegated this service to the Association;
- Adoption of proposals to promote new approaches to local public policies with impact on local investment priorities (from the ERDF funds) - Baia Mare Metropolitan Area Association - based on the assumed strategy and the development concept, considers the transport service as a community priority and, following the implementation of the OptiTrans project, will be able to provide the competent authorities (the Ministry of Regional Development and Public Administration, the Baia Mare City Hall, the Maramures County Council, the territorial administrative units in the Association) an opinion on how the public transport service could be improved by financing ERDF funded transport systems;
- Promoting the concept of green transport and alternative mobility that leads to less CO2 emissions - Baia Mare Metropolitan Area Association will consider alternative ways of mobility within the Local Action Plan.

The Local Action Plan will be a resource to improve Policies in the field of public transport and their funding through the 2014-2020 Regional Operational Program.

Part. III – Priority actions in detail

Priority action no. 1

To promote eco- friendly public transport and alternate mobility to reduce CO2 emissions, based on Sustainable Urban Mobility Plans for 2020-2030.

<p>Action 1.1.</p>	<p>Replacement of the fleet in the Metropolitan Area (energy efficiency of public transport) for the development of the eco - friendly transport system.</p>
<p>1. Context</p>	<p><i>The White Paper on Transport</i> - "Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system", the European Commission (2011) proposes 20 concrete initiatives to improve transport to be implemented during 2011-2030, so that by 2050 the following main objectives are met:</p> <ul style="list-style-type: none"> - All the transport means will drive with eco - friendly fuel - 50% of the road freight transport over 300 km distances to be transferred to other modes of transport such as rail or waterway transport, using efficient and environmentally friendly freight corridors, contributing to reaching the 60% GHG reduction target by the middle of the century. <p><i>Regional Operational Program 2014-2020</i></p> <p>ROP 2014-2020 aims to increase the overall economic competitiveness and improve the living conditions of local and regional communities by supporting the development of the business environment, infrastructure and services, ensuring a sustainable development of the regions, capable of managing with resource efficiency, capitalize on their potential for innovation and assimilation of technological progress.</p> <p>This objective is alligned with the European objective of enhancing the competitiveness of the regions and promoting social equity.</p> <p>Priority axes in close relation to the development and implementation of Sustainable Urban Mobility Plans are:</p> <ul style="list-style-type: none"> • Priority axis 3: Supporting the transition to a low - carbon economy <ul style="list-style-type: none"> ○ Specific objective 3.2: Reducing carbon emissions in urban areas based on sustainable urban mobility plans; ○ Specific objective 3.3: Improving the quality of live in urban areas; • Priority axis 4: supporting sustainable urban development <ul style="list-style-type: none"> ○ Specific objective 4.1: Reducing carbon emissions in county seats through investments based on sustainable urban mobility plans; ○ Specific objective 4.2: Improving the quality of life in urban areas; <p>This action is inspired by Tartu’s good practice (reported in their progress report) titled: “New busses in city buslines”, having as specific objective to offer better public transport services and thus increase the number of users of the public transport system in Tartu City.</p>

	<p>According to the Urban Mobility Plans developed by Baia Sprie and Tăuții Măgherauș Cities, the <Baia Mare Metropolitan Area> Intercommunity Development Association supports and coordinates the implementation of measures related to new acquisitions and upgrade of the current fleet used for public transport services in all the localities where they use the public transport service.</p>
2. Action	<p>The project is approved by the S.U.M.Ps of Baia Sprie and Tăuții Măgherauș cities and consists in the purchase of eco - friendly means of transport with facilities for people with reduced mobility, and upgrading bus stations.</p> <p>Objectives:</p> <ol style="list-style-type: none"> 1. Making public transport efficient; 2. Increasing the level of safety of the transport network; 3. Reducing the negative impact on the environment due to the passenger transport activity; 4. Reducing the travel times; 5. Increasing the attractiveness of the city as a tourist destination. <p>The purchase of the new fleet will be done while taking into consideration:</p> <ol style="list-style-type: none"> 1. The number of daily trips according to the schedule; 2. The need to overcome rush hours; 3. The evolution of the future urban public transport demand as a result of improvements. <p>The busses will be equipped with the technology that allows the traveller to see the next destination and the other routes of the transport will be also displayed; the busses will have facilities for people with reduced mobility.</p> <p>The operator's fleet will be upgraded by purchasing eco - friendly means of transport as follows:</p> <ol style="list-style-type: none"> 1. Baia Sprie City <ul style="list-style-type: none"> – 9 solo busses, 12 metres hybrid; 2. Tăuții Magherăuș City <ul style="list-style-type: none"> – 4 solo busses, 12 metres hybrid.
2. Stakeholders	<p>Baia Sprie City, Tăuții Măgherauș City, Nord-Vest Regional Development Agency, Baia Mare Metropolitan Area Association, S.C. URBIS S.A. regional public transport operator.</p>
3. Timeframe	<p>2020-2021</p>
4. Estimate costs	<p>5.579.300 EURO</p>
5. Funding	<p>Local budget, R.O.P. 2014-2020</p>

6. Expected Impact	<p>Implementing the measures foreseen in the 2020 Europe Strategy with impact on Romania, having the following targets:</p> <ul style="list-style-type: none"> • CO2 reduction - 19%; • Renewable energy sources - 24%; • Climate change and sustainable use of energy - 10%;
Action 1.2.	Increasing urban mobility by expanding and creating dedicated public transport lanes in Baia Mare City
1. Context	<p>The project consists of the following main activities: building / upgrading / extension of separate bands dedicated to public transport, construction / upgrading / extension of bicycle / pedestrian paths, building / upgrading / elements to improve road safety, the construction of a public lane dedicated to public transport, including pedestrian and bicycle tracks (the bridge being part of the construction / rehabilitation / upgrading of a public transport route, as well as a pedestrian route and cyclist route), planting of trees.</p> <p>The priority action was partly inspired by the PONTEVEDRA OK Peatonalization Project - a good practice presented by the Spanish partner in the project - Granada Energy Agency. The project presents itself in the following way: <i>“At first definition stages, the people were the most important of all the elements that influence mobility, thus the great urban reform of Pontevedra began: pedestrianization, pedestrian circuits, wider lanes, lifeguards, widths reduced for cars, etc.</i></p> <p>Some of the elements for promoting alternative mobility in the PONTEVEDRA OK Peatonalization Project are also present in the current action (i.e. construction / upgrading / extension of bicycle / pedestrian paths, building / upgrading / elements to improve road safety).</p>
2. Action	<ol style="list-style-type: none"> 1. Upgrading and extension of Dragoș Vodă Street and making a dedicated lane for public transport 2. Creating a new street between Bucharest Boulevard and Independenței Boulevard including a dedicated lane for public transport.
3. Stakeholders	Baia Mare Municipality, Nord-Vest Regional Development Agency, Baia Mare Metropolitan Area Association
4. Timeframe	2020-2022
5. Estimate costs	17.122.209 EURO
6. Funding	Local budget R.O.P. 2014-2020
7. Expected impact	<p>Result 1: Estimated annual greenhouse gas savings (tonnes CO2 equivalent / year)</p> <p>Estimated value for the first year of project implementation (2019) = 4396 tonnes of CO2 / year</p> <p>Estimated value for the first year of operation (2021) = 4911 tonnes of CO2 / year</p>

Estimated value for the last year of the sustainability period of the grant contract
(2028) = 4790 tonnes CO₂ / year
Estimated annual greenhouse gas emission reduction for 2019 = 170 tonnes CO₂ / year
Estimated annual greenhouse gas emission reductions for year 2021 = 314 tonnes CO₂ / year
Estimated annual greenhouse gas savings for 2028 = 295 tonnes / year

Result 2: Estimated increase in the number of passengers carried in the built / upgraded / expanded passenger public transport system (passenger number):
Estimated value for the first year of project implementation (2019) - 0 people
Estimated value for the first year of operation (2021) – 104.379 people
Estimated value for the last year of the sustainability period of the grant contract
(2028) – 127.114 people

Result 3: The length / surface of the trails / pedestrian / semi-pedestrian areas built / upgraded / extended (km):
Value at the start of project implementation: 0.460 km
Estimated value at the end of project implementation: 1,877 km

Result 4: Length of separate bands for built / upgraded / rehabilitated / expanded public transport (km):
Value at start of project implementation: 0 km
Estimated value at the end of project implementation: 1,877 km

Result 5: Length of built / upgraded / extended bicycle tracks / tracks (km)
Value at the beginning of project implementation: 0 m
Estimated value at the end of project implementation: 1,877 km

Result 6: Public transport / modernized / rehabilitated public transport stations (No):
Value at the start of project implementation: 0 stations
Estimated value at the end of the project implementation: 8 stations

Priority Action 2

Increasing the planning and coordination capacity of Baia Mare Metropolitan Area Association as a regulating and monitoring authority of metropolitan public transport.

Action 2.1.	Developing and implementing an IT tool for monitoring the Public Service Contract for road passenger transport in Baia Mare Metropolitan Area
1. Context	<p>The public transport service in Baia Mare Municipality and in the 6 neighboring localities is provided by S.C. URBIS S.A.</p> <p>S.C. URBIS S.A. was constituted on the basis of the Baia Mare City Council Decision no. 210/1997, as a result of the reorganisation of Baia Mare's Autonomous Public Services Administration. It was constituted as a joint - stock company, having as sole shareholder the Baia Mare Municipality.</p> <p>Starting with Baia Mare Metropolitan Area Association organizing the provisions of the local public transport service at the level of 6 territorial administrative units within the neighboring area from 2012, S.C. URBIS S.A. became a regional operator with five more members becoming shareholders.</p> <p>The transport service provided by S.C. URBIS S.A. is based on the Delegation Contract of the Local Public Transport Service no. 704/23.12.2013 signed with Baia Mare Metropolitan Area Association. S.C. URBIS S.A. has a fleet of 86 transport vehicles out of which:</p> <ul style="list-style-type: none">- 60 busses- 18 trolleys- 6 mini-busses <p>This contract will be terminated in December 2019, and the Association will directly award the transport company URBIS S.A. a new contract based on EU Parliament and Council Regulation no. 1370/2007 - on public transport service on rail and road.</p> <p>Baia Mare Metropolitan Area Association will have to monitor the implementation of the new Contract for public transport, based on a set of efficiency indicators, in order to provide a better service for its users.</p> <p>In this respect, based on the experience of other partners in the Optitrans project, for example Thuringia Region, where the VMT Association is handling the management and administration of public transport service, https://www.interregeurope.eu/policylearning/good-practices/item/118/intermunicipal-transportation-association-of-the-central-thuringia/ the Association wishes to follow such model at Baia Mare Metropolitan Area level for implementing and monitoring of the New Contract of public transport service.</p> <p>To provide the competitiveness of public transport to individual transport, the integration of the transportation system seems to be indispensable. In case of Central Thuringia, setting up an intermunicipal transportation association brought a great number of benefits, leading to</p>

	a continuous increase in the number of passengers.
2. Action	<p>Implementing a new Delegation Contract aims at aligning with the provisions of the legal framework applicable to the public transport services created by:</p> <ul style="list-style-type: none"> • EU Parliament and Council Regulation no. 1370/2007 - on public transport service on rail and road; • Law 51 (r)/2006 - on Community Utility Services; • Law no. 92/2007 on local public transport services, modified and completed by Law 328/2018. <p>The elements of the New Delegation contract are:</p> <p>a. Operating area:</p> <p>The area is composed of the 7 administrative territorial units, members of the BMMA: Baia Mare Municipality, Baia Sprie City, Tăuții Măgherauș City, Recea, Groși, Dumbrăvița and Săcălășeni Communes.</p> <p>b. The public service obligation consists of:</p> <ol style="list-style-type: none"> i. Applying travel tariffs approved by the Contracting Authority; ii. Providing transport for groups that can benefit from discounts or can travel free in accordance with national transport policies in Romania and with legal requirements as well as in accordance with the decisions of the Local Councils; iii. Providing the transport service in accordance with the principles of continuity, frequency, regularity and capacity provided in the transport program; iv. Providing the transport service in accordance with the performance indicators stipulated in the Contract; v. Compliance with the safety and security standards and requirements of the Contract and national law; vi. Providing the transport service with the fleet stipulated in the Contract; <p>c. The nature and extent of the exclusive rights granted to S.C. URBIS S.A.:</p> <ol style="list-style-type: none"> i. Will be entitled to the compensation from the member ATUs on the terms and conditions set forth in the Agreement; ii. Will be entitled to tariff difference under the terms and conditions set forth in the Contract; iii. Will have the exclusive right to ensure the local public transport service on the territory of the BMMA for which it provided the service; iv. Will have the right to issue, sell and control travel tickets and titles under the terms of the Agreement; v. It is the holder of the right to operate the concessioned infrastructure and the means of transport necessary for the provision of the local public transport service; <p>d. The duration of the contract: The duration is limited to 6 years.</p> <p>e. Possibility to subcontract the services entrusted to them: The services cannot be subcontracted.</p> <p>f. How the compensation is calculated:</p> <p style="padding-left: 40px;">- the amount of the fee for the concession of the service and the goods</p>

In exchange for the right and obligation to exploit the concession, the operator pays a fee to the owner of the property, calculated annually by applying a percentage to the total value of the conceded goods, as well as a fee for the concession of the service.

- Actual mileage

Actual mileage is the number of km done by the carrier within the month for which the compensation is granted, on the routes set by the Transport Program for each category of means of transport;

Planned mileage is the total km that need to be carried out according to the Transport program and travel schedule.

- Costs, cost allocation and value for 2018

The cots/km is the cost in RON set per km for each transport means, which included the depreciation of the operator's investments and the financial expenses which come with the investment (interests and other charges related to the reimbursement of investment credits); amortisation of investment made by the operator from funds originated from local budgets or state budgets is not eligible.

- Revenue and means of allocating the revenue

The operator may produce the following types of revenue:

- i. Revenue from the sale of travel tickets and titles;
- ii. Revenues from other activities related to providing public transport: advertising revenue in vehicles, on vehicles, on the premises or facilities of the operator, advertising on the travel documents, the sale of promotional or information materials associated with transport (maps, postcards, pens, badges etc);
- iii. Any other revenue obtained by the operator in connection with providing the local public transport service: such revenues that are produced occasionally from the main activity - disposal of fixed assets, selling waste to be recycled, temporary leasing of the operator's premises, copyright and intellectual property revenues etc;

- Reasonable profit

The level of reasonable profit is represented by the SWAP rate communicated by the European Commission and published by the Competition Council on their official website for the semester related to the signing of the Contract. The profit will be applied to the total eligible expenses.

- Compensation

The compensation for the delegated service is calculated according to the following formula:

$$\textit{Eligible operating expenses} + \textit{Reasonable profit} - \textit{Operator's revenues}$$

The tariff differences to which the operator is entitled under the contract are included in the compensation.

The Association will have to monitor the implementation of the contract based on a set of indicators, financial and technical, in order to insure the efficiency and effectiveness of the public transport company.

In this context, an instrument for monitoring is needed to facilitate information exchange between Association, the Public transport company and municipalities, as shareholders based on the delegation contract. Also, this instrument will need to integrate transport programmes, timetable and tariffs, between the seven localities, where the public transport is operated.

This instrument will have to regulate the relation between the Transport Program serviced by the Public Transport Company and the financial compensation (subsidies) that municipalities must pay, based on a set of efficiency indicators.

International workshops and meetings held through the OptiTrans project have provided the opportunity to learn and exchange experiences regarding public transport policies, smart solutions for public transport, measures taken to reduce CO2 emissions, eco - friendly transport and provided good practices for the monitoring and management of the public transport service in urban and metropolitan areas, being one of the Association's responsibilities in the new service contract.

The monitoring and management of the public transport service in the urban and metropolitan area is proposed to be done by integrating tariffs and timetables using the example of VMT (Verkehrsverbund Mittelthüringen), an inter-municipal transportation association from Central Thuringia.

The core element of the VMT concept is a uniform tariff system, which allows the passenger to use city and regional buses, trams and trains throughout the whole VMT area with only one ticket. The basis is tariff zones, divided into city or region zones. All transport companies involved in the network sell and accept this common tariff

The main task of the VMT and its affiliates is to create attractive offers and easy-to-understand passenger information. This includes, in addition to the uniform transparent tariff, coordinated timetables, common transport conditions and a comprehensive information system.

The good practice of Thuringia transport was found on the Interreg Europe platform, see link below:

<https://www.interregeurope.eu/policylearning/good-practices/item/130/new-concept-of-the-public-transport-network-bus/>

To provide the competitiveness of public transport to individual transport, the integration of the transportation system seems to be indispensable. In case of Central Thuringia, setting up an intermunicipal transportation association brought a great number of benefits, leading to a continuous increase in the number of passengers. Practice shows

	<p>however, that in-depth evaluation of different needs of the passengers should be carried out to ensure a balanced tariff fairness to all of them.</p> <p>Based on the experience of other partners in the OptiTrans project, like the Thuringian model, where the VMT Association is doing the management and administration of public transport service, https://www.interregeurope.eu/policylearning/good-practices/item/118/intermunicipal-transportation-association-of-the-central-thuringia/, such a model is taken into consideration to be followed at Baia Mare Metropolitan Area level for implementing and monitoring of the New Contract of public transport service.</p>
A. Stakeholders	Baia Mare Municipality, Baia Sprie City, Tăuții Măgherauș City, Groși, Dumbrăvița, Recea, Săcălășeni Communes, Baia Mare Metropolitan Area Association, Regional transport operator SC URBIS S.A.
B. Timeframe	2020-2021
C. Estimate costs	78.800 EUR
D. Funding	Local budget, Pilot Action Interreg Europe, Optitrans project Phase 2
E. Expected impact	<p>To implement an adequate institutional framework which ensures the integration of the public transport program and tariffs under appropriate conditions, at metropolitan level;</p> <p>To develop an IT tool for monitoring the public transport service contract and tariffs, timetable and transport program integration;</p> <p>The Public Transport Service Contract signed under the form of the Delegation Contract for the Local Public Transport Service of Passengers by regular trips (as named by the Romanian legislation) is a necessary leverage for the improvement of the transport service policies, for the benefit of the citizens, in the conditions of gradual reduction of pollution and harmonious economic and social development of the region.</p>
Action 2.2.	Creating a web portal to promote metropolitan public transport and to facilitate the interaction with users.
1. Context	<p>Promoting public transport requires certain measures such as investing in new fleet, upgrading public transport stations, introducing the e-ticketing system, and also soft measures related to the user's information system.</p> <p>In this context, for the synergy of the measures implemented under Actions 1.1 and 1.2, creating a web portal to inform users of the transport service is necessary. Such platforms are used in all EU countries with developed public transport (Germany, Italy and also Estonia - specifically Tartu City, which is also a partner in the OptiTrans project - a project implemented by BMMA Association as project partner).</p> <p>Through the experience exchanges of the OptiTrans project, the</p>

	<p>BMMA team has learned about how such a platform can promote public transport - available online at http://tartu.peatus.ee.</p> <p>Tartu's platform offers information about the transport lines and timetables, and users can select the route that is the most convenient for them. The description on the webpage for this service is: "On this webpage you can plan your trips entering the starting point and destination or by marking it on the map. The Journey Planner will display you all possible routes according to the starting point and destination or other search parameters entered by you."</p>
2. Action	<p>Implementing a web portal such as the one in Tartu City from Estonia, to inform users of the public transport service available in the Baia Mare Metropolitan Area.</p> <p>Functions of the web portal:</p> <ol style="list-style-type: none"> 1. Route planner for the travel on the territory of the Baia Mare Metropolitan Area 2. The travel schedule including the transport lines, timetable and frequency of transport means 3. Tariff system, ticket prices and subscriptions for the routes 4. Available facilities for users 5. User polls and questionnaires on the quality of the service.
A. Stakeholders	Baia Mare Municipality, Baia Sprie City, Tăuții Măgherauș City, Groși, Dumbrăvița, Recea, Săcălășeni Communes, Baia Mare Metropolitan Area Association, Regional transport operator URBIS S.A.
B. Timeframe	2020-2022
C. Estimate costs	100.000 EUR
D. Funding	Local budget, National Program for Administrative Capacity (POCA) 2014-2020
E. Expected impact	<p>Increase in the number of public transport users.</p> <p>Reducing pollution by increasing the use of public transport in the detriment of using personal cars.</p> <p>Decongestion of traffic by lowering the number of cars used for daily trips of the residents of the metropolitan area.</p>



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DECISION NO. 11/15.05.2020

**On the approval of the Local Action Plan, result of OptiTrans Project [PGI01997] –
Optimisation of Public Transport Policies for Green Mobility, financed through Interreg Europe**

The General Assembly of the Intercommunity Development Association <Baia Mare Metropolitan Area> of the members involved in the local public passenger transport system, convened on the 15th of May, 2020 through electronic communication means (e-mail, phone)

Considering:

- Draft Decision no. 14/14.05.2020 on the approval of the “Local Action Plan” drafted for the OptiTrans Project [PGI01997] – Optimisation of Public Transport Policies for Green Mobility” financed through Interreg Europe, at the initiative of the Executive Director;
- Specialty report no. 13/14.05.2020 provided by the Local Transport Compartment and Communication & Public Relations Compartment within the Association on the approval of the “Local Action Plan” drafted for the OptiTrans Project [PGI01997] – Optimisation of Public Transport Policies for Green Mobility” financed through Interreg Europe;

Taking into account:

- Decision no. 12/28.12.2016 of the General Assembly of the Association on the approval to participate in the OptiTrans Project [PGI01997] – Optimisation of Public Transport Policies for Green Mobility as project partners;
- Subsidy Contract of the OptiTrans Project [PGI01997] – Optimisation of Public Transport Policies for Green Mobility, financed through Interreg Europe signed between the lead Partner - the Ministry for Infrastructure and Agriculture of Thuringia (DE) and the Managing Authority of the Interreg Europe Territorial Cooperation Programme with headquarter in Lille, France, having as project partner the Intercommunity Development Association <Baia Mare Metropolitan Area>,
- Partnership Agreement signed between the project partners for implementing the OptiTrans Project [PGI01997] in two phases, phase I - 01.01.2017 - 31.12.2019 and phase II - 01.01.2020 - 31.12.2021,
- The Local Action resulted from the implementation of the OptiTrans Project [PGI01997], identifying and defining priority actions to promote eco - friendly public transport and alternate mobility in order to reduce CO2 pollution, based on the Urban Mobility Plan 2020 - 2030, as well as to increase the planning and coordination capacity of the Baia Mare metropolitan Area Association as the authority regulating and monitoring metropolitan public transport,

In accordance with the provisions of art. 25 par. (1) a) and art. 27 par. (3) from the Statute of Association of the Intercommunity Development Association <Baia Mare Metropolitan Area>



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DECIDES

Art.1. Approval of the “Local Action Plan” resulted from the implementation of the OptiTrans Project [PGI01997] – Optimisation of Public Transport Policies for Green Mobility, financed through Interreg Europe, according to the Annex, part of the decision.

Art.2. This decision is communicated to the Managing Authority of the Interreg Europe Programme, the National Authority, the project partners and the members of the Association.

**President,
PhD Ec. Cătălin CHERECHEȘ**



**Executive Director,
Ec. Paul Adrian PECE**

Total members	7
Respondents (email, phone)	7
For	7
Against	-
Abstentions	-