

Problem or challenge to be addressed

Potential partnering cities/regions, belonging to South Eastern Europe (Hungary, Austria, Slovenia, Italy, Romania, Bulgaria, Greece), should serve as main or intermediate nodes in the transportation network since all are located on one, or at a junction of several Class-A European Roads. These cities/regions should be directly situated on the envisaged Pan-European Corridors, and some should be connected to these by "A" roads. Most transport starts and ends in urban areas, where in 2020 80% of Europeans will live. Thus urban areas should provide efficient interconnection points. Partnering cities are facing increasing mobility needs, intensified suburbanisation coupled with escalating traffic flows. This has led to serious problems related to congestion, poor accessibility of these regions, and externalities that negatively affect the natural environment. Without intervention these regions lose attractiveness, their economic development potential decreases and will become bottlenecks instead of smoothly working passages. One of the major reasons of congestion in the partnering cities is the ever growing use of private cars. The reduction of car use and the shift to sustainable transport modes would be essential, but Public Transport is often perceived by its customers as uncomfortable and non-flexible. The current Public Transport operations are not efficient enough to serve the increasing mobility needs. The lags in quality and quantity are characteristic in South East Europe cities, especially in new Member States. Although guided by national and EU rules, urban Public Transport is planned and implemented at local/regional level. Local/regional Public Transport authorities, service providers, policy makers and financing bodies are competent to make urban Public Transport more attractive to citizens.

Profile of Marche Region

Marche Region with its 1,5 million inhabitants is situated along European route E55, which connects the region to Pan-European Corridor V. It is a "gate" to Eastern Europe, and its main port (Ancona) is one of the most significant ones in the Adriatic and Ionian area. The Adriatic railway starting from Ancona and its international airport make it an important transportation node in passenger and freight traffic. The region has experienced a swift growth of traffic (national and international) in the past ten years, coupled with the increase in the use of private car, especially to and from peripheral areas of the region. Marche Region's Public Transport Department is the main regional institution in charge of planning and legislation in the field of regional, urban and extra-urban public transport, and it co-finances the supply and the improvement of the service and stimulates the improvement of sustainable transport system. It is strongly involved in solving problems related to passenger transport and innovative system issues. Since September 2009 Marche Reg. Local Trans. Dep. in collaboration with three local transport companies and the rail transport comp. is carrying out the testing of e-ticketing system, aiming to integrate the fare system of several operators and to introduce a single electronic card. In ATTAC Marche, together with its task force partners, wishes to investigate the feasibility and organisational background of a real fare and modal integration, which the region would like to achieve in the upcoming years.

Exercise

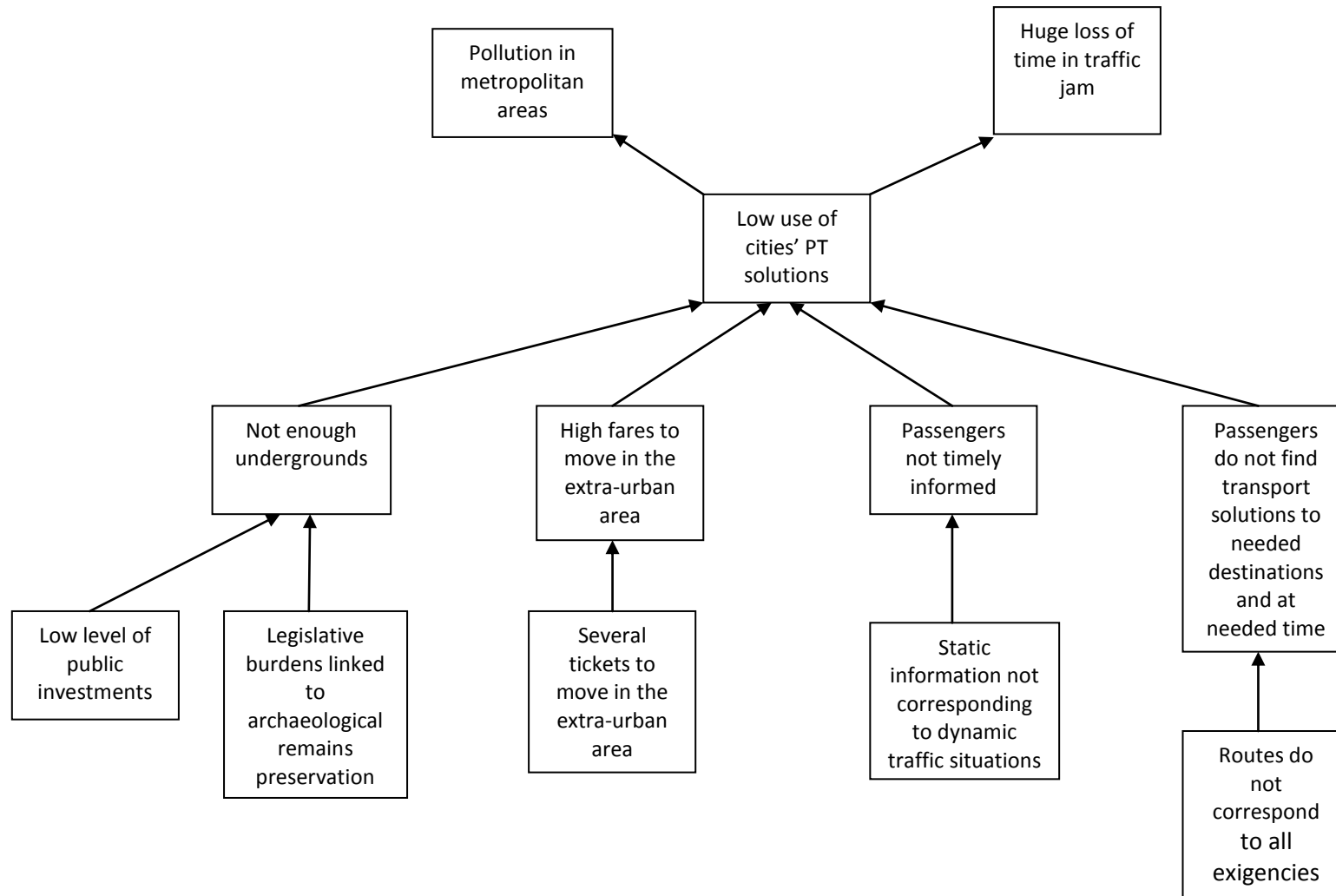
You are the Head of the Public Transport office of Marche Region. On the basis of the very rough problem analysis shared with the potential Lead Partner Miskolc Holding (HU).

As a first step, you need to create a map of the local stakeholders in order better to identify a possible project (ex. 1).

As a second step, you will prepare a Logical Framework on the basis of the provided Problem Tree (ex. 2).

Time for the exercises: 75 minutes

Problem tree



The programme identified is South East Europe (European Territorial Transnational Cooperation).

The partnership expected includes about 6-7 cities/regions.

The provisional budget is between 2 and 2,5 millions of Euros.