

  
**The SUMP's and JASPERS' support for  
Local/Regional Transport Planning**

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**About JASPERS (1)** 

- Established in 2007
- Technical Assistance to 14 Member States, plus IPA
- Partnership of EC, EIB, EBRD
- Luxembourg, Vienna, Warsaw, Bucharest, Sofia


  


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## About JASPERS (2)




- Independent Technical Advice – through MAs



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graph LR
    A[Project Preparation] --- B[Strategy Development]
    B --- C[Horizontal Support]
    C --- D[Compliance Issues]
    
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- Focus on Upstream Activities
- Centered on Cohesion Funds (ERDF, CF)
- Future Support on Connecting Europe Facility Projects



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## About JASPERS (3)



### JASPERS ADVISORY

- Staff of approximately 100 technical experts covering all sectors
- Located (mainly) in Regional Offices

Energy and Solid Waste

Air, Maritime, Public Transport

Roads

Smart Development

Water and Waste Water

+

- JASPERS now also provides Independent Quality Review Facility for Major Projects – Located in Brussels



Independent Quality Review

Networking Platform & Comp. Centre



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# EU's "SUMP" Methodology



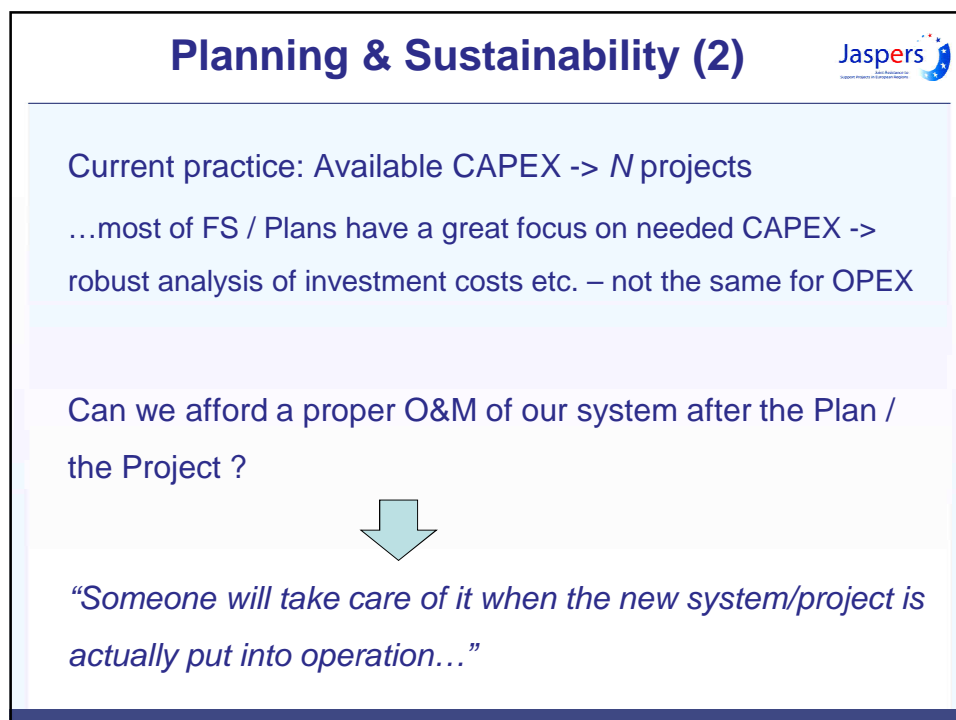
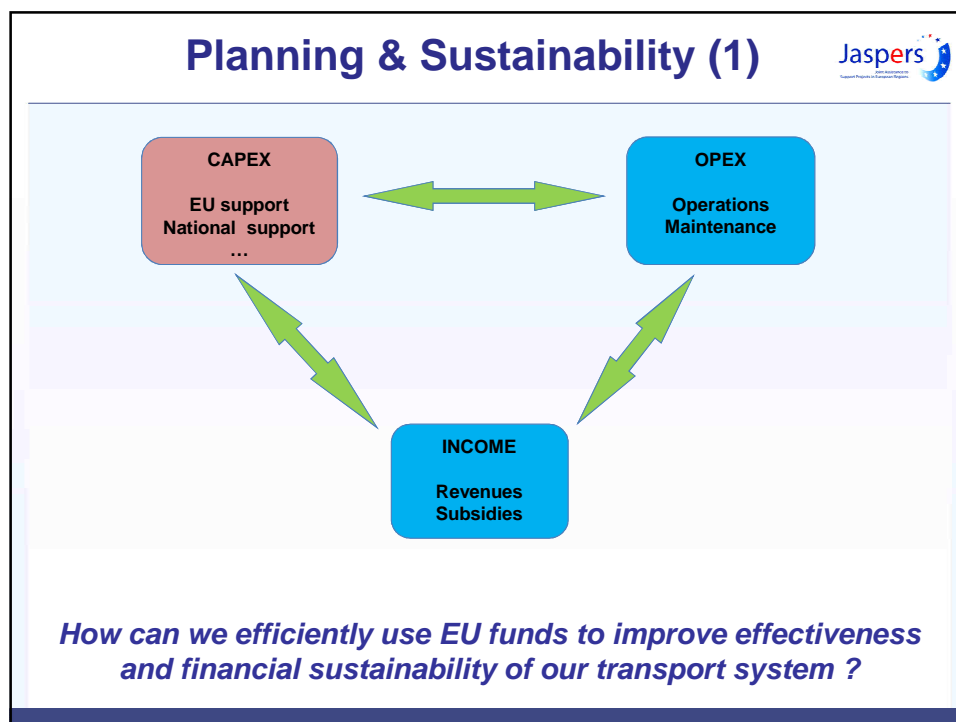
- High level strategic guidance
- Accent on social dimension of mobility and planning process

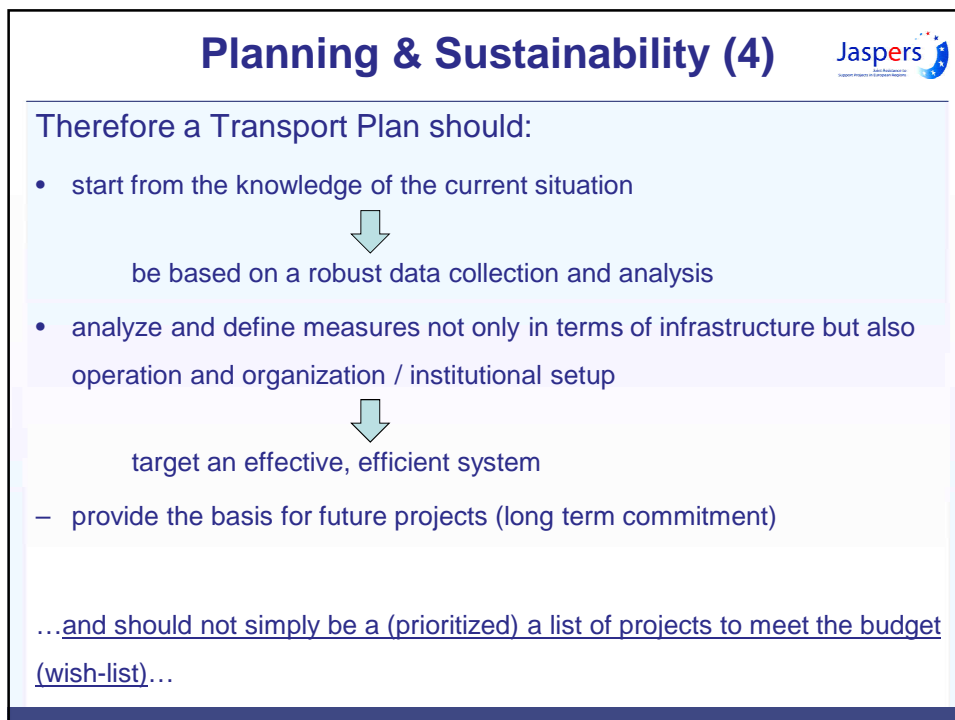
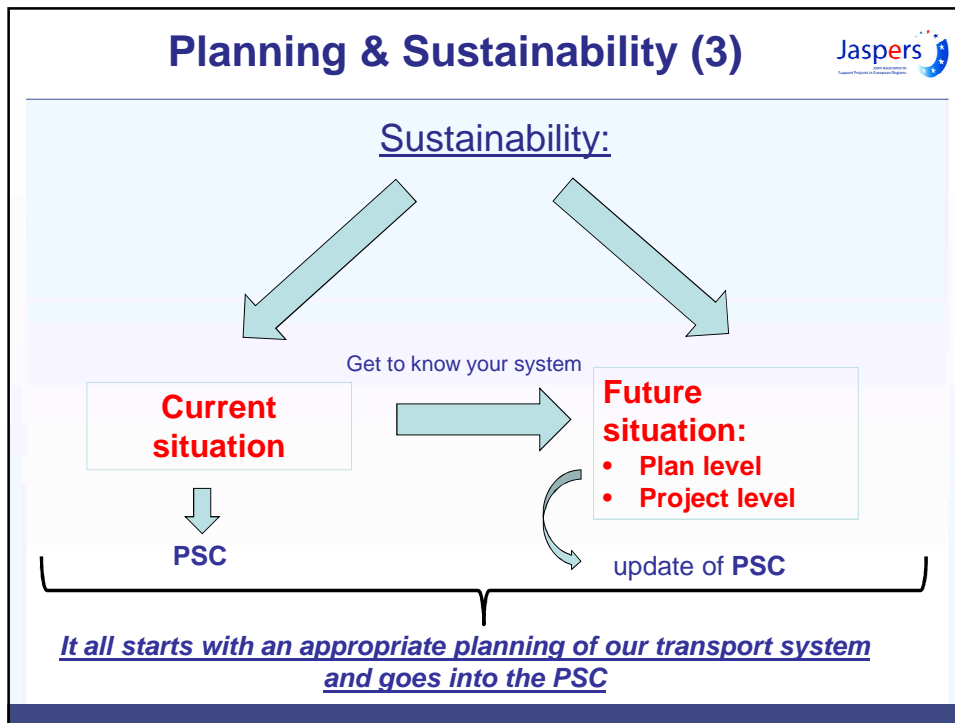


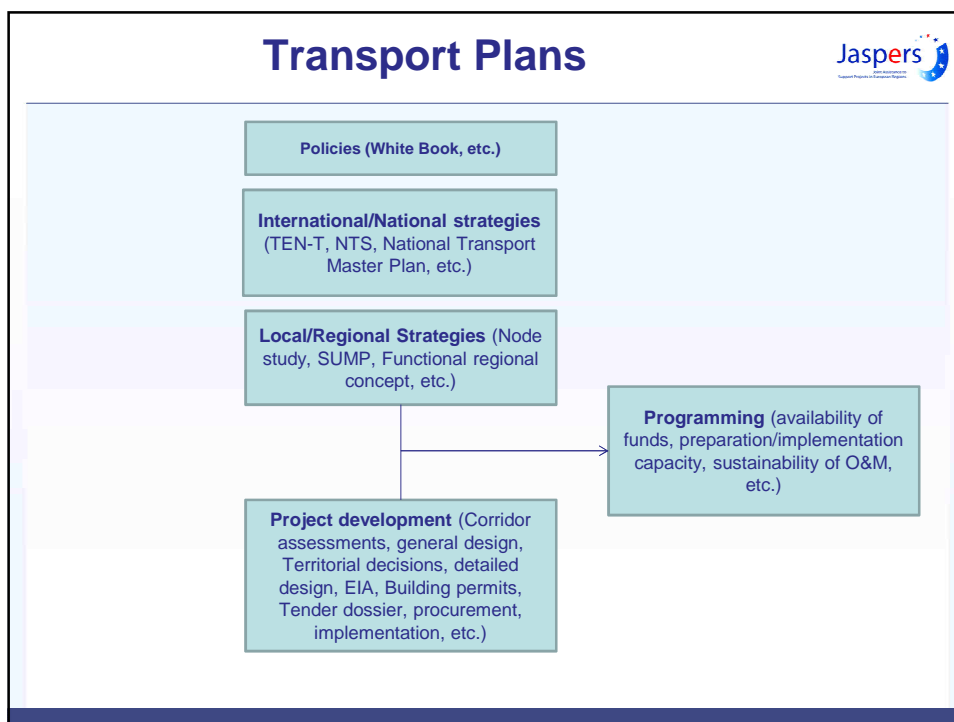
## Content



- General planning approach and sustainability
- Transport Plans
- The Functional Region concept
- How to take into account sustainability of O&M in the Plan
- JASPERS' possible support







## Transport Plans – Simple philosophy

- Data
- Analysis
- Objectives
- Measures
- **Projects**

In three layers: Organization – Operation and Infrastructure

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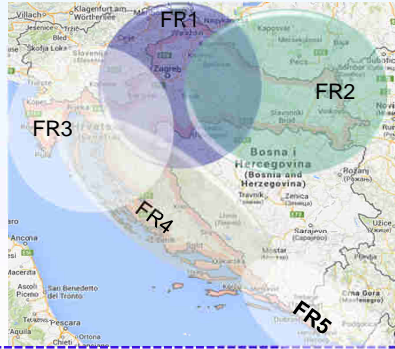
## Structure of a TMP - From Problems/Potentials to Strategy to Measures/Projects

- Framework/set-up**  
Specific needs, requirements, constraints, capacities, ...
- Mapping of current situation/starting points/assumptions and Analysis**  
Information, data, trends, opinions, ...  
Other relevant plans and programs...  
Strategic/Specific analysis, problems, challenges, possibilities, developments, ...
- Vision, Objectives, Targets**  
From policy + Analysis
- Measures**  
Measures, grouping/synergies, alternatives, comparison, integration, selection
- Implementation plan**  
Implementation, funding, measure priorities/order of development, actions, evaluation

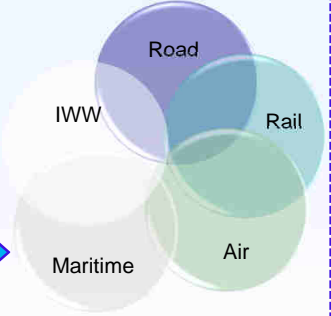
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## The Functional Region concept (1)

### Functional Regional Approach



### Sector Approach



NATIONAL TRANSPORT STRATEGY

Incorporates the needs identified in Regional and Local planning

- National Transport Strategy does not define the Regional and Local needs
- Transport network cannot be planned without understanding regional and local needs

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## The Functional Region concept (2)

- Homogeneous area / independent from administrative borders - border defined by mobility relationships (e.g. within which the majority X% of commuting trips or O/Ds take place)
- Focused on gravitational centroids
- Defined in the National Transport Plan and based on traffic model -> can be overlapping
- Main reference for a transport plan -> avoid smaller towns alone
- Outcomes of local/regional plans with national relevance -> one of the inputs for the preparation of the National Transport Plan, complementing the national sectorial plans/analyses
- Transport as a result of economic and social activities
  - FRC does not plan these activities
  - Adjusting the transport system to them
  - Supporting sustainable social and economic development

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## The Functional Region concept (3)



### Key aspects...

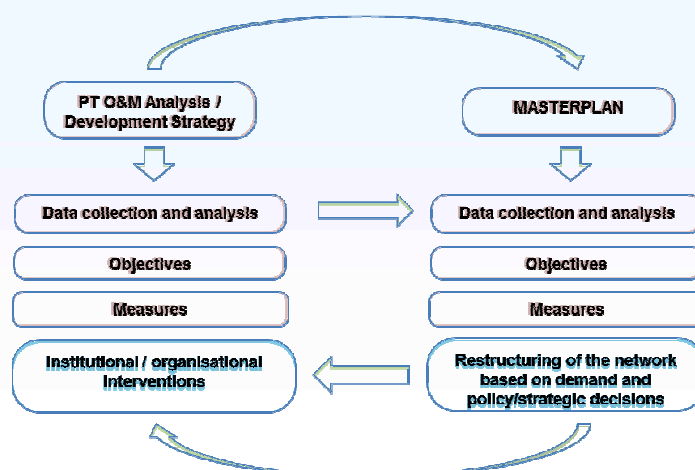
- Participation of all Stakeholders is key to coordinate planning
- Many concepts and measures already known to the stakeholders, however the FRC by linking the measures will improve the interfaces between them and in some cases lead to new additional measures, which will help reaching the objectives
- The FRC will provide answers to many questions (traffic, infrastructure, operations, potentials, et. ) so the following FSs will be harmonised and more focused on technical details
- Save time and money, as we do not need to cover everything in the FSs
- On the basis of the justified measures, projects can be extracted for financing and implementation
- Reiterations – will be done again and refined (discontinuities)
- Nothing is fixed

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## How to take into account sustainability of O&M in the Plan (1)



### Public Transport O&M analysis and the Transport Plan



This analysis is not an addendum/a follow up but a fundamental part of the Plan

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## How to take into account sustainability of O&M in the Plan (2)



- Avoid mistakes from the past (lack of funding and organisation to properly maintain the network)
- Provide technical and financial constraints for the development of measures within the Transport Plan
- Identify the actual O&M cost of proposed measures/projects
- Identify the needed reorganisation of the transport system following the introduction of certain measures/projects in order to guarantee an optimal use of the network and financial sustainability
- Identify measures to make PT more effective and efficient
- Provide data to define/update the PSC (e.g. production, etc.)

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## How to take into account sustainability of O&M in the Plan (3)



### PSC:

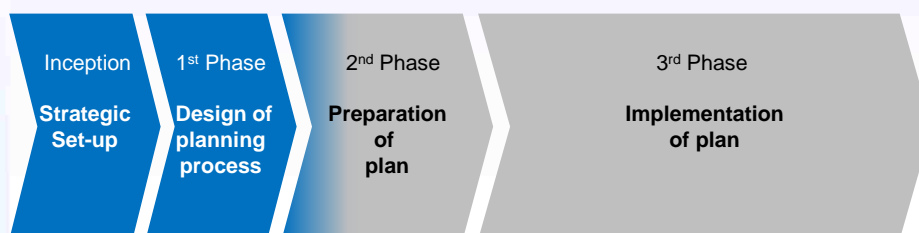
- Not a mere administrative document
- Technical tool to guarantee sustainability of the transport system -> transparency for Public Administration and operator
- Needs transport data for its performance parameters:
  - Production, service modulation
  - Service availability, reliability
  - Quality parameters
  - Compensation, penalties, fares
  - ...
- Need to update the PSC after the implementation of a Plan / a Project

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## JASPERS' possible contribution (1)



- **Support and advice** for:
  - Strategic analysis of situation, specific needs, etc.
  - Set-up of methodological framework
  - Definition/design of planning process
  - Initial steering of the planning process
  - Advice during preparation and implementation



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## JASPERS' possible contribution (2)



- Specific **methodological** support and advice for
  - Analysis of current situation and definitions of scenarios
  - Development of intervention strategies and potential measures
  - → Specific Guidelines prepared by JASPERS on these topics available
- Specific **operative** support and advice for
  - Assessment of required capacities
  - Capacity building (workshops, etc.)
  - Outsourcing of activities to external consultants
  - Issues related to Public Transport (PSC, O&M, etc.)
  - ...

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**„Strategy is nothing else then applying  
common sense...**

**... done by qualified experts with  
significant experience”**

Thank you for your attention.....



**JASPERS Transport Team Vienna**