



# **Malaga Workshop**

**November 7<sup>th</sup> 2017**

## **Post Workshop Report**

### **Main Conclusions and Lessons Learnt**

**November 2017**

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<b>Main topics of the visit:</b>	
- How the consortium works;	
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## 1. Introduction

This report details the two best practices presented in Malaga, Andalusian Region during the REGIO-MOB Workshop that was held in Malaga on November 7<sup>th</sup> 2017. The report presents the general specifications of the best practices, to allow partners to transfer the best practices in their region. The report after presenting each best practice and its specifications with the associated annexes, concludes with some frequently asked questions.

Anci Lazio organised an interesting technical visit in Malaga, Andalusian region, to ensure to the Regio-Mob partners and stakeholders an insight into the two good practices which were selected by the partnership among those presented by the former partner from Seville, the Andalusian Institute of Technology.

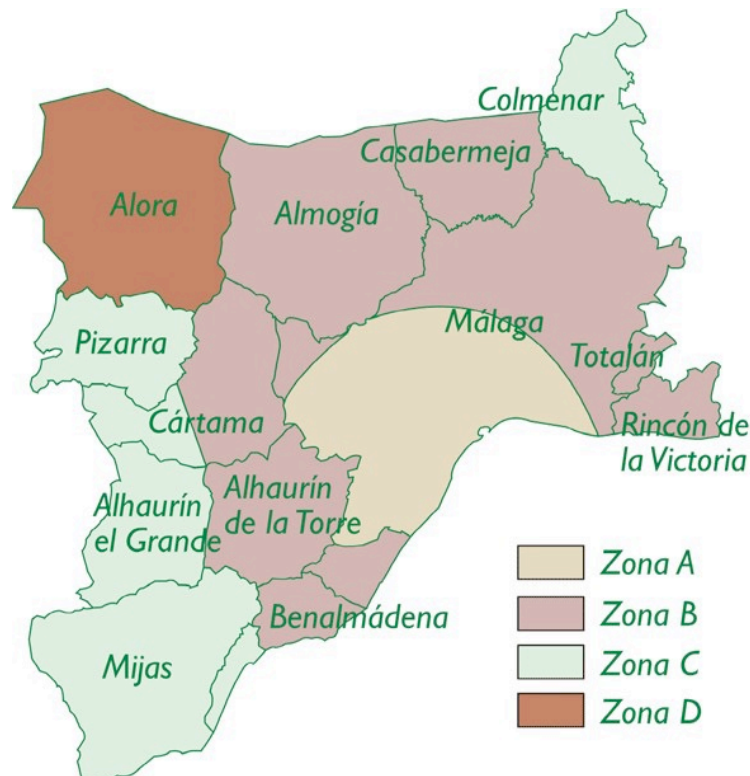
Thus, Regio Mob partners and stakeholders could learn about the following two good practice from Andalusian area:

- 1) Regional coordination of the sustainable mobility strategies: Model of Consortium as the Metropolitan Transport Authority
- 2) Implementation of a combined service BUS+BIKE for a sustainable metropolitan and urban transport

## 2. Day 1

### Regional coordination of the sustainable mobility strategies: Model of Consortium as the Metropolitan Transport Authority

First, project partners and stakeholders had the opportunity to visit the **Malaga Metropolitan Transport Consortium** and listen to the staff of the Malaga Metropolitan Transport Consortium. Considering the importance of this sector in terms of “smart mobility”, the Malaga Metropolitan Transport Consortium represents a good example of how to strategically establish economic, technical and administrative cooperation among the member authorities, thus enabling them to fulfil their responsibilities in terms of the creation and management of transport infrastructure and services in their respective areas in a collective and coordinated manner.



Malaga provincial area (Population: 1.033.030 habitants)

One of the main challenges in Andalusia has been to get a unitary transport organization in a way that it facilitates an harmonic operation of the transport system, overcoming the disadvantages derived from the power compartmentalization as well as an administrative and technological coordination.

The solution developed in Andalusia has entailed the creation of consortia with the necessary competences to ensure the efficient operation of the transport system and able to carry out the transport planning and coordination in the corresponding metropolitan areas, as well as the corresponding Metropolitan Transport Plan.

This consortia structure allowed to:



- Centralize the coordination tools among the Andalusian Transport Consortia, allowing the development of actions and common projects.
- Define a contractual and licensing framework that can be the base to the common relationship between the Consortia and the transport operators.
- Establish standardized solutions with the suppliers.

The factors determining the success of this good practice developed in Andalusia are:

- The involvement of the local and regional administration of the Consortia, together the citizens' association and other social agents. All this with a common presidency for all the consortia represented by the Regional Administration.
- The existing Law of Planning of the Urban and Metropolitan Transports of Passengers in Andalusia, which supports the creation and operation of the consortia.
- The establishment of common goals to be achieved with common solutions. This has enabled common image and technological solutions to all the consortia.

The Consortium's membership currently comprises the Andalusian Regional Government (45%), Málaga Provincial Council (5%) and the local councils in proportion to their respective populations (50%).

The objectives are:

- The establishment of a simple, user-friendly fare system that is based on the number of zones of the Malaga provincial area crossed during the journey and minimizes costs for the passenger. This fare system has been adopted by local and long-distance bus services alike and will subsequently be extended to cover all modes of collective public transport in the Malaga provincial area.
- The introduction of a single integrated metropolitan public transport system. To this end, the existing service is currently being reviewed with the aim of improving it and establishing a quality transport network.
- The promotion of public transport through the provision of clear information that will convince users of its viability as a quality alternative to private vehicles.

The main significant results:

- Number of Travel cards in Malaga Metropolitan Area: 299.185 (September 30th, 2017)
- An unique interlocutor in the dialogues with operators and suppliers, and the resulting minimization of the incidents and costs and a greater stability in the relationship with operators.
- A unique image is transmitted to the users, who see the transport system as a tool at his disposal.

The travel card can be used

- On long-distance buses within Malaga's Metropolitan Area.
- On Renfe's suburban train service – the card can be used to purchase tickets (single and return only) from the machines located inside the train stations.
- With malagabici, the city of Malaga's public bicycle loan scheme.
- On underground trains in Malaga and Seville and, in the near future, Granada.
- In those areas of Andalusia covered by other Transport Consortia (interoperability), where the fare system operated by each individual consortium will be applied.



## 2.2 Implementation of a combined service BUS+BIKE for a sustainable metropolitan and urban transport

The second study visit was about the Empresa Malagueña de Transportes, S.A.M. (EMT). The partners and stakeholders could visit the interchange node between bus station, bicycle station and railway station located in the “Camino de SAN RAFAEL” of Malaga.

The public transport users in the metropolitan area of Malaga has free services of bikes in one of the main railways station and bus stations of the city. These bikes are offered for the users. This is offered as an added advantage to the use of the transport card of EMT as well as the Consortium.

What was particularly appreciated by the partners and stakeholders was:



- The link of the transport card to the combined use of the bus and bicycle as a good measure to boost the use of the public transport.
- The combination between the public transport and bicycle as an efficient and attractive service
- Public transport and bicycle do not compete but complement each other in a common objective of reducing the private vehicles to improve the quality of the environment in our cities and regions.



## 1. Conclusions

Link the transport card to the combined use of different transport systems (train, bus, bicycle) as an efficient measure to boost the use of the public transport.

The combination between the public transport and bicycle is efficient and attractive when the cities have a good cycle paths connecting the different interchange nodes.

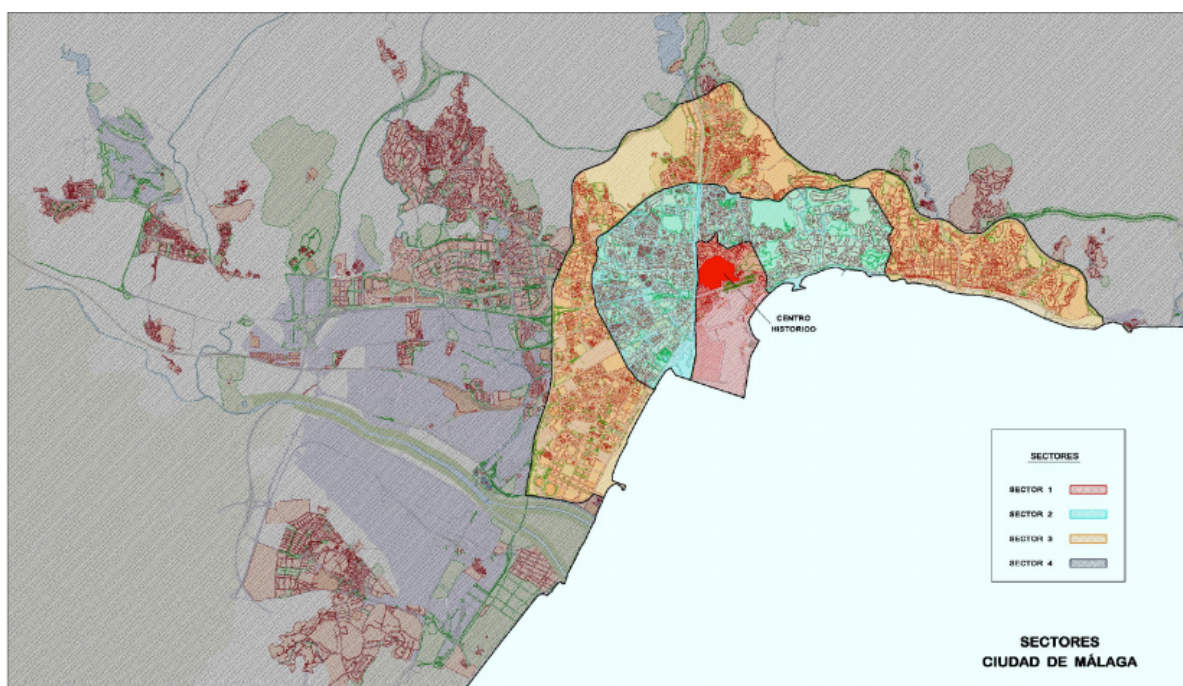
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## 3. Frequently Asked Questions

- What are the boundary conditions about the Transport in Malaga? The main objective of the Strategic Plan for the Infrastructure and Transport (P.E.I.T.) is to promote collective transport, facilitating transfers between the different lines in the area of the city with the highest concentration of users. The estimated users who would benefit from its creation, once put into service, would be more than 80,000 daily: Urban buses: 35,000 travelers. Metro: 18,000 travelers. Intercity buses: 9,600 travelers. Coastal railway: 20,000 travelers.





- ii. What means “Intermodality” in Malaga? Areas proposed to delimit degree of permeability (private motorized vehicle access to the city)
- iii. What is malagabici? A bicycle loan scheme that enables holders of both the EMT travel card and the Consortium’s own card to get around the city of Malaga by bicycle.
- iv. Is there a mobile phone application that provides full details of Consortium bus services and timetables? Yes – Consorcio Malaga, which is currently available for Android and Apple.
- v. How much does it cost to loan a bicycle with malagabici using my Consortium card? The rates charged are the same as those paid by EMT card holders; at the official malagabici page there are all the details (<http://malagabici.malaga.eu/webpublica/tarifas-2014.html>). In synthesis the annual fee subscription is 20 €, and is free the first year. The cost of civil liability and accident insurance is € 5 per subscriber. The first 30 minutes of using the bicycle are free. High Security RC and accidents Increase of balance First 30'. After the first 30 minutes have passed, 0.017 € / min will be deducted from the subscriber's credit.