



Annex 1 – Action plan template

Produced by each region, the **action plan** is a document providing details on **how** the lessons learnt from the cooperation will be exploited in order to improve the policy instrument tackled within that region. It specifies the nature of the actions to be implemented, their timeframe, the players involved, the costs (if any) and funding sources (if any). If the same policy instrument is addressed by several partners, only one action plan is required.

Part I – General information

Project: CISMOB

Partner organisation: Intelligent Transport Systems Romania – ITS Romania

Other partner organisations involved (if relevant): Bucharest Metropolitan Transport Authority

Country: Romania

NUTS2 region: Bucureşti – Ilfov

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Part II – Policy context

The Action Plan aims to impact:

<input checked="" type="checkbox"/>	Investment for Growth and Jobs programme
<input type="checkbox"/>	European Territorial Cooperation programme
<input type="checkbox"/>	Other regional development policy instrument

Name of the policy instrument addressed: Regional Operational Programme (ROP) 2014-2020

Introduction

This document provides details on how the lessons learnt from the cooperation will be exploited in order to improve the Regional Operational Programme 2014-2020, one of the policy instruments addressed in the CISMOB project.

The document describes a number of actions providing details on their timeframe, involved players and possible funding sources. For all planned actions the main funding could be made available through funds allocated to Specific Objective 4.1 (SO4.1) "Reducing CO2 emissions in county capitals through investments based on sustainable urban mobility plans" as well as Specific Objective 3.2 (SO3.2) "Sustainable Urban Mobility".

The implementation of CISMOB project has facilitated the exchange of knowledge and good practices across European regions and also contributed to increase the professional capacity of partner's staff and stakeholders involved in the project activities. We are confident that CISMOB will have an influence on our policy instrument because from the beginning we had a strong and close cooperation with the Managing Authority (MA) of ROP. They participated at local stakeholder meetings and international events and were open to make improvements, as much as possible, to the ROP and its management in order to facilitate the implementation of projects and good practices identified in CISMOB partners' countries. The MA showed interest to further continue the cooperation, also with the possibility to take into account the lessons learned from CISMOB for the next ROP which will start to be developed in 2018.

This action plan contains 4 different action areas. In general, the objective is to support and encourage local stakeholders to apply for financing from ROP for projects similar to the best practices identified during the cooperation in CISMOB. There is also a dedicated action dealing with supporting the Management Authority to prepare the future ROP. Here the main objective will be to include in the new ROP specific and consistent financing for projects implementing systems and solutions similar to the ones identified in CISMOB.

A brief description of the background is provided for each action. However, for a more in-depth analysis of the situation in Bucharest and Romanian municipalities in the context of the CISMOB consortium, we propose to consult the baseline assessment report (BAR) and the following technical papers available at the CISMOB project website library:

- TP1 Information Management for Smart and Sustainable Mobility
- TP3 Assessing major pollutant on-road emissions and related costs in Romania
- TP6 Exploring crowdsourcing information to predict traffic-related impacts
- TP 7 Exploring the impact of ICT on urban mobility in heterogenic regions
- TP8 Interregional European Cooperation platform to promote sustainable transport through ICT – an overview of best practices
- TP9 Analysis of the results on road traffic emissions and related costs in 2014 for the regions of CISMOB consortium

Part III – Details of the actions envisaged

ACTION 1 Increasing the share of public transport in cities thru ICT systems and services

1 The background (please describe the lessons learnt from the project that constitute the basis for the development of the present Action Plan)

One of the many good practices learnt during CISMOB interregional cooperation is the implementation of innovative urban mobility services based on ICT technologies and the Internet of Things (IoT) concept. ICT is a key tool for developing an urban sustainable future, creating opportunities for more direct integration of the transport infrastructure into computer-based systems, aiming at increasing efficiency, accuracy and social and economic benefits.

In the framework of Interregional Cooperation, it was learned that systems and services like real-time traveller information or integrated ticketing make public transport more attractive. This means it is more likely that people use public transport instead of their personal cars to travel in the

city.

Only a few Romanian cities have implemented ICT solutions for public transport. So there is potential for other municipalities and even smaller cities to follow their examples and benefit from financing made available thru ROP.

Stockholm and Cáceres are CISMOB Regions which have proved to improve their public transport passenger satisfaction rating by implementing real-time information systems for public transport and integrated ticketing.

These good practices can serve as inspiration for replicating similar projects in Romanian municipalities.

2 Action (please list and describe the actions to be implemented)

Regional stakeholders will be informed, encouraged and supported to submit projects in the following areas financed by the ROP 2014-2010 Specific Objective 4.1 and 3.2:

- development of e-ticketing systems
- building dedicated lanes for public transport
- development of multi-modal public transport terminals
- building of park and ride facilities
- development of real-time traveller information systems, including all the components needed to display the information in stops and inside the vehicle
- travel planning applications

3 Players involved (please indicate the organisations in the region who are involved in the development and implementation of the action and explain their role)

Local authorities are the main players as municipalities and cities will be encouraged to submit proposals in the sustainable mobility topic. Also local public transport operators have to be supported and have to cooperate with the authorities for the development of projects.

The Ministry for Regional Development, which manages the ROP, is responsible to evaluate and approve the projects, as well as monitor their implementation.

4 Timeframe

Projects to be financed by the Specific Objective 4.1 can be submitted up to end of 2018 while those financed by Specific Objective 3.2 only up to May 2018. The Managing Authority is currently analysing if the cut off dates could be extended.

5 Costs (if relevant)

Not relevant.

6 Funding sources (if relevant):

The funding could be made available through funds allocated to Specific Objective 4.1 and Specific Objective 3.2.

ACTION 2 Promotion of measures to support cycling and associated services based on ICT tools

1 The background (please describe the lessons learnt from the project that constitute the basis for the development of the present Action Plan)

Cycling in Romania is mostly considered for recreational purposes and not as a means of transport. Yet the climate in our country and the layout of many cities provide good conditions to use bicycles throughout the year.

The most important measures that can be taken to encourage cycling in the cities are the development of dedicated infrastructure for bicycles and implementation of bike-sharing solutions.

One such success story is in the city of Timisoara where the municipal bike sharing scheme was well received by the citizens.

And to be even more attractive, novel ICT-based systems and services can be developed using the bikes as mobile, connected sensors for various data from GPS positioning to air quality or noise pollution.

Good practices learnt during the interregional cooperation were mainly identified in Stockholm and Agueda.

2 Action (please list and describe the actions to be implemented)

We will cooperate with cycling organisations to support and promote this mode of transport among citizens.

We can organise dissemination campaigns and workshops to present and promote further developments in this area in the CISMOB regions.

The second step is to stimulate synergies between the private sector, research institutions and municipal authorities to build partnerships for the development of data management platforms, funded through other funding mechanisms.

Another action will be to inform, encourage and support regional stakeholders to submit projects in the following areas financed by the ROP 2014-2010 Specific Objective 4.1 and Specific Objective 3.2:

- building bicycle lanes and related infrastructure, like bike-sharing systems
- development of pedestrian areas

3 Players involved (please indicate the organisations in the region who are involved in the development and implementation of the action and explain their role)

Cycling organisations involved in supporting and promoting this mode of transport among citizens are one of the foreseen players.

Local authorities are the second major players as cities will be encouraged to submit proposals related to investments in cycling transport and infrastructure.

Another relevant player are the suppliers of ICT solutions and technologies, especially among members of ITS Romania. They will be encouraged and supported to identify solutions to pilot, together with local authorities, novel ICT-based system linked with the bike-sharing services.

The Ministry for Regional Development, which manages the ROP, is responsible to evaluate and approve the projects, as well as monitor their implementation.

4 Timeframe

Same as for Action 1.

5 Costs (if relevant)

Not relevant.

6 Funding sources (if relevant):

The funding for the main investments could be made available through funds allocated to Specific Objective 4.1 and Specific Objective 3.2, in line with their funding areas.

For other investments and pilot implementations, funding sources could be identified from European programmes (like Horizon 2020, Interreg or CEF) and local budgets, including public-private partnerships.

ACTION 3 Green and connected public transport fleet

1 The background (please describe the lessons learnt from the project that constitute the basis for the development of the present Action Plan)

The pollution levels in Romanian urban areas is still high, despite some consistent initiatives and projects developed over the last three years. Pollution is caused mostly by increased number of cars and private car use, as well as an aging public transport fleet. This situation is presented and analysed in detail in the CISMOB paper "Baseline Assessment Report".

During the interregional cooperation within CISMOB, project partners and stakeholders were able to learn good practices from various different regions, especially on electric vehicles and automation for public transport. Stockholm, Aveiro, Agueda and Cáceres are CISMOB Regions which provided the most interesting practices on using electric and alternative fuels for public transport and personal vehicles.

2 Action (please list and describe the actions to be implemented)

One action would be to encourage and support pilot implementations of automated vehicles for public transport, including active identification of opportunities to generate European or national funded projects on this topic.

Regional stakeholders will be informed, encouraged and supported to submit projects in the following areas financed by the ROP 2014-2010 Specific Objective 4.1 and 3.2:

- renewal of the fleet with electric and alternative fuels vehicles
- maintenance and modernization of infrastructure for electric public transport vehicles
- development of public charging facilities for personal electric vehicles
- implementation of traffic management and public transport management systems and solutions

Regional stakeholders will be informed, by ROP Managing Authority and partners (namely EBRD and Jaspers), through a series of seminars, about:

- e-ticketing and ITS, in the framework of benchmarking for public transport (first seminar was organized on 27-28 March 2018)
- renewal of the fleet with electric and alternative fuels vehicles (first seminar to be organized on 24 April 2018). ITS Romania will attend the first seminar to share knowledge and best practices identified in CISMOB.

3 Players involved (please indicate the organisations in the region who are involved in the development and implementation of the action and explain their role)

Local authorities and public transport companies are the main players as they will be encouraged to submit proposals focused on renewal of the public transport fleet.

Other player that we will involve and cooperate with is the EBRD, as they are interested to support the modernisation and greening of public transport in Romania.

The Ministry for Regional Development, which manages the ROP, is responsible to evaluate and approve the projects, as well as monitor their implementation.

4 Timeframe

Same as for Action 1.

5 Costs (if relevant)

Not relevant.

6 Funding sources (if relevant):

The funding could be made available through funds allocated to Specific Objective 4.1 and

Specific Objective 3.2.

ACTION 4 Contribution to the development of future policy framework

1 The background (please describe the lessons learnt from the project that constitute the basis for the development of the present Action Plan)

The ROP has been running for some time and submission of new project will be open at most only until end of 2018 (in case of SO4.1), the main reason being to give all projects the chance to finish implementation by the 2020 horizon. In this context the Managing Authority will start working on the ROP and related policy framework for the next programming period.

This timeframe fits perfectly with the second phase of CISMOB and gives us the opportunity to actively contribute to the new policies based on the lessons learned during interregional cooperation in CISMOB.

2 Action (please list and describe the actions to be implemented)

We will support the Managing Authority in the development of the new ROP.

The Managing Authority, with support from Regional Development Agencies, will disseminate at regional level all the materials, information and best practices regarding e-ticketing and ITC/ITS new technologies identified as a result of cooperation with CISMOB and related activities.

3 Players involved (please indicate the organisations in the region who are involved in the development and implementation of the action and explain their role)

The Ministry for Regional Development, which manages the ROP, will be the main stakeholder involved.

We will also organise consultations with the members of ITS Romania to identify proposals for the policy instrument.

4 Timeframe

From now until the end of 2018.

5 Costs (if relevant)

Not relevant.

6 Funding sources (if relevant):

Not relevant.

Date: 11.06.2018

Signature: _____



Stamp of the organisation (if available): _____