

4. Will competitive tendering grow in your country?

- Yes No

Regulation on national/regional level

5. Which of the following issues are regulated by law in your country/region?

- general responsibility of authorities to provide and finance PT (general public service)
- division of responsibilities among different levels of authorities (e.g. for different modes of PT)
- the right of initiative (market entry regulations, concessions etc.)
- the (minimum) amount of PT services provided
- the process of contracting PT services
- compensation mechanism (e.g. for tariff reductions imposed by the authority)
- conditions for tendering of services
- coordination of interregional, regional and local PT (timetables, fares, tariff unions etc.)
- rules for financing infrastructure, equipment and operation
- possibilities for the authority to finance PT supporting measures
- other, namely.....
-

6. Would you say that there is a lack of adequate legislation in your country concerning regional and local PT?

- Yes No

If yes, what kind of rules are missing in regulations?

.....

On which legal level should it be implemented?

- on national level on regional level on local level

7. Are there plans to change the legal framework? If yes, what are the main objectives for this new legislation?

.....

8. What are the 3 most pressing problems related to the legal framework in your country or city (national or regional legislation)?

1

2

3

Organisation models and cooperation between authority and operators

9. Right of initiative: Is the decision to provide public transport services derived from a policy choice by the authorities or from the initiative of private companies responding to user demand?

- authority initiative market initiative

10. Ownership: who owns the operating resources (public/private)?

Infrastructure:

Rolling stock:

operating company:

11. Is the system to be operated

- by the municipality (direct management),
- by public or private operators with a concession to provide the services (delegated management, directly awarded)
- by public or private operators with a concession to provide the services (awarded through tendering, competition for the market)
- by competing companies (competition in the market)?

12. How are the responsibilities divided between the different levels of actors?

As different actors can be involved within one task, please indicate the level of involvement using a scale from 0-3 (0=not involved; 3=fully responsible)

	Authority	intermediate organisation	operator
network service level planning
timetable planning
financing infrastructure
financing uncovered operation costs
setting of tariffs
marketing/PR
revenue distribution ¹
ticket distribution
operation control centre
quality management/control
operations

¹ In case of a tariff association or other regimes in which different operators accept the same tickets

If an intermediate organisation (such as tariff association or traffic union) exists, who controls it?

- the authority the operator(s) both,% the authority, % the operator(s)

If you refer to the models described and depicted in the working paper (page 8), which model represents best the organisation model in your city/region?

- a b1 b2 b3 c

Is this division of tasks typical for your country?

- Yes No

13. How would you describe the relationship between operators and authorities in your cities? Is there a regular platform for cooperation with constant exchange of ideas or do authorities and operators rather see themselves as opponents? Is their relationship characterized by trust or by distrust?

.....

14. Are there Public Service Contracts concluded between operators and authorities/ intermediate organisation?

- Yes No

In case of existing Public Service Contracts, what kind of contracts are common?

- gross cost contracts net cost contracts incentive contracts other contracts

15. What are the 3 most pressing problems related to the cooperation between authorities and operators?

1

2

3