

1998-2008, ten years on ...

In 1998 the European Metropolitan Transport Authorities association was created as the forum to exchange information and good practices on the organisation, the planning and the financing of public transport systems.

editorial

For the past ten years, transport networks have expanded and modernized their systems, new tramways and metro lines have flourished in many cities, quality standards are now the norm for contracts and intelligent transportation technology finds extensive application in travel information and fare collection.

Through studies, workshops and publications, the EMTA network built a consistent knowledge and raised the awareness of European public transport authorities. It also expanded its membership to the current 31 city/regions, covering 17 European countries (and a partner institution in North America), serving 100 million European citizens.

Due to the undeniable impact of climate change, urban transport is now seen by European Institutions as instrumental in achieving sustainable mobility in the metropolitan areas. This is an additional challenge for transport authorities.

The EMTA will celebrate its tenth anniversary on 28 November 2008, with a seminar on local governance as a support to sustainable urban mobility and on related financial challenges.

Looking forward to your inputs on 28 November 2008.

Hannu Penttilä
President

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News from Europe

● European Commission Green Paper "Towards a new Culture for Urban Mobility"

In 2007, transport Commissioner Jacques Barrot opened a wide consultation on the subject of tackling congestion and pollution in European cities and improving road safety. The consultation resulted in a Green Paper released by the European Commission in September 2007 "Towards a new Culture for Urban Mobility", unfolding a strategy of "free-flowing and greener towns and cities, smarter urban mobility and urban transport services which are accessible, safe and secure for all European citizens".

The Green Paper included a questionnaire widely addressed to all stakeholders until 15 March 2008, it has received some 150 answers according to the Commission, among which EMTA's contribution. An action plan of concrete measures is to be released in October 2008 by the European Commission.

On 14 February 2008 representatives from various European cities and experts gave their view at a European Parliament Transport Committee hearing. A report has been issued at the initiative of the Austrian member of Parliament Rheinard Rack which will be presented on 5 May 2008 at the Transport Committee of the European Parliament.

The following steps are: June 2008 the Parliament is due to vote on the report and October 2008 the Commission is to adopt the Action Plan.

http://ec.europa.eu/transport/clean/green_paper_urban_transport/doc/2007_09_25_gp_urban_mobility_memo_en.pdf

<http://www.europarl.europa.eu/sides/getDoc.do?type=COMPARL&mode=XML&language=EN&reference=PE402.655>

● Galileo

On 3 April 2008, after an informal trilogue between the Commission, the Council and the Parliament, the agreement on the amended proposal for a Regulation on the further implementation of Galileo was reached which, if confirmed by Ministers, would allow quick progress.

The Galileo Surveillance Authority GSA would stay under the Commission control and prepare the marketing of the system once it comes close to the deployment phase.

Along side the GSA, a new structure Galileo Inter Institutional Panel (GIP) will be created consisting of three representatives from Council and Parliament and one from the Commission. The panel would meet once a year to establish the annual programme, the international relations, the governance and attribution of contracts and follow the progress on the overall implementation.

The plenary vote in Parliament is scheduled during this spring.

http://ec.europa.eu/dgs/energy_transport/galileo/index_en.htm

● The Climate-change Energy Package

In March 2007 the Council of the European Union (EU) decided to set more ambitious objectives to reduce CO₂ and green house gas emissions and set targets of renewable energies in order to reduce Europe's energy dependency on imported fuels and also possibly lead the way for a new industrial revolution.

On 23 January 2008 the European Commission (EC) came up with a legislative proposal Climate-change Energy Package that contained:

- > a proposal for a review of the directive 2003/87/EC on the EU emission trading schemes (ETS),
- > a proposal for a decision on the greenhouse gas emissions covering the non-ETS sectors,
- > a proposal for a directive on the promotion of the use of energy from renewable sources,

- > a proposal for a directive on carbon capture and storage,
- > a Commission communication on the early demonstration of sustainable power generation from fossil fuels plants and their funding,
- > guidelines on state aid for environmental protection.

The Climate-change Energy package aims at reaching the ambitious level of a 20% reduction in greenhouse gas by 2020 compared to 1990 and at achieving a 20% share of renewable energies in overall EU consumption by 2020 including a target of 10% for bio-fuels.

On 3 March, the Council of the EU held a debate on the Climate change Energy package.

Ministers welcomed the proposal to make sure the transport sector contributes to the Community's overall objective of combating climate change. However they stressed the need to strike the right balance between, on the one hand, competitiveness and competition neutrality and, on the other, the need to reduce CO₂ emissions from road.

It is a co-decision procedure with the Parliament, however Member States make efforts to find an agreement at last early

2009, to make sure EU policy on the subject is ready before joining the climate summit in Copenhagen end 2009 that will decide on post Kyoto protocol.

www.eu2008.si/info/en/

● Community guidelines on state aid for railway undertakings

At the end of 2007, The European Commission launched a consultation on a working document prepared by DG-TREN in reference to the compatibility with EC Treaty of state aid as defined in Directive 91/440/EEC, so as to draw guidelines to improve transparency of public financing and legal certainty with regard to the Treaty rules, in the context of the opening up of markets.

The resulting document 'Guidelines on state aid for railway undertakings' will be released by the Commission end of April 2008. Of importance is the decision of the Commission to consider acceptable under certain conditions, with a view to supporting regional development, state aids for the renewal or the purchase of rolling stock for passenger services.

http://ec.europa.eu/dgs/energy_transport/state_aid/consultation_ms_en.htm

News from the cities

● Brussels: from public transport to car sharing, intermodality at large

The public transport Company in Brussels STIB is developing a car sharing scheme which is seen as a win-win situation for public transport and for the city.



STIB, the public regional company of public transport covers 29 municipalities, serves 1,160 000 inhabitants and operates 3 metro lines, 15 tram lines, 51 bus lines and 20 night bus lines. STIB is aware of the importance of developing intermodality so as to better meet the flexible mobility needs of a urban area. Already special services to people with disabilities (since 1978) and facilities for the bicycle users have been provided, and projects of collaboration with taxis and of implementing park and ride facilities are underway. However a more innovative scheme has been tested since 2003: the partnership between car-sharing company Cambio, STIB and Brussels-Capitale Region, a win-win situation according to the actors involved.

The car sharing scheme started in 2000 as a joint venture *Cambio-Taxistop* to create the company *Optimobil* in Belgium. In the autumn of 2001, Brussels-Capitale Region asked for the participation of STIB in the Brussels scheme. Thus the *Cambio*

Brussels limited Company made of 49.5% STIB-MIVB -the public transport company- and 50.5% *Optimobil Belgium Cambio*.

Launched in May 2003 with 4 stations and 15 cars, 5 years later it covers 30 stations, 100 cars and some 3000 customers.

The collaboration between the transport authority, the public transport operator and the car sharing company is seen as a win-win situation that benefits the community at large.

The ease of use of car-sharing available day and night, 7 days a week at specially designed stations with a pay-as-you-go tariff structure and an easy booking including internet, makes it a handy alternative to private car.

Every shared car is said to replace 4 to 8 private cars thus reducing traffic jams and allowing to spare the related land spaces for parking to be used for other activities. The traffic reduction also has a positive impact for the citizens on the level of pollution.

The involvement of the transport authority Brussels-Capitale Region was instrumental to ensure financial support and the promotion of the scheme at regional level while the involvement of the local authorities allowed free parking spaces on their territory and the local promotion of the service.

The operator STIB gains a good image of a public transport company which integrates a wide range of services to meet the flexible needs of its customers. Cambio stations are integrated in STIB's network and their display is shown on STIB's map. The marketing and communication campaign in collaboration with the Transport Authority enhance the promotion of the natural complementarity between public transport and car-sharing.

For more : **Didier Dumont** Head of Department "Bouquet de Transports" (Intermodality), STIB

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● London to get "Crossrail"

London is set to welcome the largest addition to its transport system for more than 50 years following a green light for Crossrail, a new partly underground, east-west rail link for London.

As Europe's largest civil engineering project, Crossrail is set to boost London's public transport provision by 10 per cent, easing congestion on central London metro lines. With a capacity twice that of the Jubilee line, Crossrail will provide a high frequency, safe and comfortable rail service, carrying 78,000 passengers per hour in peak times.

Work will start in 2010 with services beginning over a phased 12 month period from 2017. The line will be integrated into TFL's existing zonal system and all ticketing options, including Oyster, will apply. A premium fare above TFL zonal rates will only operate for the extension to Heathrow.

The £16bn rail link will run from Maidenhead and Heathrow west of London to Shenfield and Abbey Wood in the east, passing through the City, West End and Canary Wharf.



Set to open in 2017, it will play a vital role in ensuring that London continues to grow and prosper as a world city.

www.tfl.gov.uk

● 2007: demand and supply on the increase in Barcelona metropolitan area

- > During 2007 public transport users reached 935 million trips and continued the steady growth shown over the last few years
- > Citizens of the Barcelona Metropolitan Area gave their approval to all means of transport

On the demand side

The public transport system of the Barcelona Metropolitan Area carried 934.8 million passengers during 2007, a figure that shows a relative increase of 2.7% that is to say 24 million more passengers over 2006.

The highest percentage rise was for the Metropolitan tramway with an increase of more than 23%, whereas in absolute values the most outstanding was for the Barcelona metro system with 13 million more passengers. Mention should also be made of the decrease in the Renfe Rodalies (suburban) network with a loss of 5 million trips, 4%, inconvenienced throughout the year by the work for the arrival of the high speed train in Barcelona and especially by the cancellation of some train services between 20 October and 30 November.

	Trips (million)	07/06 (%)	ATM tickets	Farebox (M)	07/06 (%)
Metro	366.4	3.7%	83.7%	188.7	7.8%
Ferrocarrils Generalitat Catal Unya	79.1	1.4%	82.1%	56.6	5.0%
Renfe Rodalies (Suburban)	117.1	-4.1%	51.1%	113.2	-4.4%
Metropolitan tramway	20.9	23.1%	83.9%	9.1	21.2%
TMB buses*	210.5	1.3%	65.3%	116.6	9.2%
Other urban buses	111.7	7.3%	42.1%	62.4	10.3%
Inter-city buses	29.2	2.9%	72.4%	30.2	6.8%
TOTAL	934.8	2.7%	71.2%	576.9	5.5%

*TMB: Transports Metropolitans de Barcelona

On the supply side

The increased frequency of the Metro and FGC¹, as well as the expanded train capacity of Renfe suburban trains and extensions of the tram network raised the supply of railway services by 9.8%. Alongside, bus networks, both urban and inter-city, also increased by the same significant amount of 9.8%.

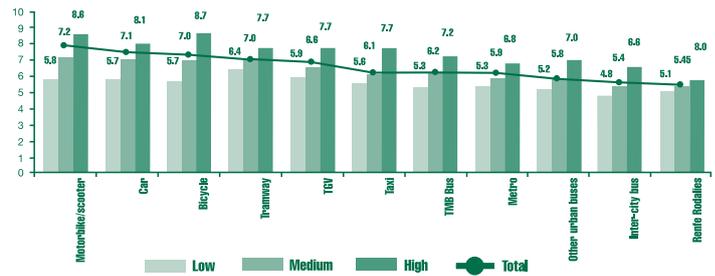
Type of railway	Lines	Network length (km)	Stations	Trains peak	Carriages (million km)	07/06 (%)
Metro	6	86.6	123	105	73.2	7.0%
Ferrocarrils Generalitat Catal Unya	2	143.9	77	43	30.1	2.6%
Renfe Rodalies (Suburban)	6	447.7	107	34	78.6	15.6%
Metropolitan tramway	5	28.4	55	20	2.2	12.7%
Total by type of railway	19	706.5	362	202	184.1	9.8%

Type of bus	Lines	Network length (km)	Buses in service	Buses - km (millions)	07/06 (%)
TMB buses*	109	921.5	901	44.1	4.8%
Other urban buses	209	2,134.2	764	44.5	17.9%
Inter-city buses	306	6,866.5	435	30.1	6.4%
Total by type of bus	624	9,922.2	2,100	118.7	9.8%
TOTAL FOR THE SYSTEM	643	10,628.7		302.8	9.8%

*TMB: Transports Metropolitans de Barcelona

Mobility survey: citizens' opinion

All modes of transport from private to public have been evaluated by the citizens. The average evaluation of the means of transport varies depending on the frequency of use but the main highlight is that citizens approve *all means of transport* the average score being above 5 on a scale from 0 to 10. Generally speaking people tend to have a better opinion on the mode of transport they use most frequently.



The specific opinion regarding the *quality* of different means of transport, stresses the disapproval by citizens of the safety aspect for people using the bicycle or motorcycle and the environmental impact of cars.

Item	On foot	Bicycle	Public transport	Private transport Car	Motorcycle
Rapidity	6.22	5.93	6.68	7.30	8.65
Com fort	6.70	5.73	6.82	8.55	7.78
Safety*	6.99	4.32	6.82	7.10	4.41
Environmental impact	-	8.54	6.27	4.51	5.14

*In the case of public transport this refers to security, whereas for other means it refers to road safety

Average score is 6,10 for Bicycles, 6,64 for PT, 6,86 for cars, 6,49 for Motorcycle

As of public transport modes, all scoring above 6 on the 1 to 10 scale, a comparison between different aspects of the various forms of public transport highlights the comfort of the tramway (8.01 points) and the rapidity of the Metro (7.79). All means of public transport were given a score of more than 5 points for all the aspects analysed, resulting in an average score of 6.6.

www.atm.cat

¹Ferrocarrils Generalitat Catalunya railways network running alongside the metro network in the city of Barcelona

● **STIF the renewal of contracts with both operators RATP and SNCF place the focus on the traveller.**

The recently decentralized STIF had its Council adopt unanimously in February 2008 the new contracts with RATP and with SNCF for the period 2008-2011. For the 4 years period, the compensation will reach €6bn for SNCF and €7.3bn for RATP (VAT not included).



The contracts enhance the partnership between the authority and the operators and display mechanisms able to progressively increase the services and better monitor their quality. While the operator are responsible for achieving set objectives they nevertheless enjoy a remaining space for entrepreneurship and commercial benefit.

Four main targets have been set:

- Strong emphasis on the level of provision
 - Higher standards of Quality of service and punctuality
 - Ambitious level of investments customer oriented
 - Incentives more attractive for the operators
- > Decisions to reinforce the provision of specific services will be more efficient by monitoring thoroughly line by line the performances of the sub-networks (eg: evaluating the performances of the 14 lines of metro where previously one consolidated figure was given for the whole metro sub-network) and paying greater attention to peak hour performances. Besides, services in deprived areas will be reinforce so as to enhance social inclusion and sub-local bus networks interconnections will be improved.

- > The number of indicators to monitor the overall performances of the operators have been significantly increased (89 indicators for SNCF and 65 for RATP), mainly in the field of punctuality, travelers information in particular in case of disruption of service, customers assistance, availability of specific equipment such as lift in stations with a maximum delay for maintenance and repair. Also provisions for actions related to safety and prevention have been laid out in the contracts as well as environmental concerns such as a carbon assessment. Last but not least, in accordance with the 2007 Law on social dialogue and continuity of delivered public service, the operators commit themselves through the contract to deliver 50% at least of the normal service of each sub-network on peak hours for RATP and for SNCF a minimum of 33% going to 60% of the normal service, according to the seriousness of the conflict. Performances will be evaluated also by a yearly customer satisfaction survey and regular assessments will be undertaken by STIF.

- > An ambitious program of €7bn of investments over the contract period, and notably €2,5bn for the renewal of the rolling stock: trains, metros and buses. For SNCF it amounts to €1,7bn (€1,1 in the previous contract) priority is given to new rolling-stock among which the Bombardier NAT-Francilien and high capacity automotives AGC-, to the refurbishment of the stations and to real time information and accessibility equipments. For RATP it amounts to €5,3bn (€3,4bn in the previous contract) out of which €1,5 is dedicated to renew the rolling stock (metro, RER trains and buses). The priorities are given to the improvement of metro line 13 particularly crowded, and a fully automatic operation of metro line 1.

- > Finally the new contracts while ensuring a greater financial efficiency of public subsidies offer better incentives to operators. Transparency is increased by introducing in the compensation a distinction between operational cost charges and investment cost charges, and also by highlighting specific compensation for public service obligations. The compensation doesn't include fare revenues directly perceived by both operators (the total amount to €12.3bn for the 4 years period), it

doesn't include either the incentives nor the bonus-malus mechanisms.

As for incentives, they are of two sorts:

- An incentive based on the increase of fare revenues coming from a higher number of passengers this additional revenue is shared between the authority and the operator. Also within 2009, an incentive on passenger traffic at RATP will be calculated based on the counting of passengers.
- An incentive based on quality performances with a bonus-malus mechanism. The bonus for example can reach as much as €23m for SNCF (€8.5m in the previous contract) and as much as €25m for RATP (€13m in the previous contract).

The contracts foresees a result before incentives of €24m for SNCF (VAT not included) versus €11m in the previous contract and €66m for RATP (VAT not included) versus €23m in the previous contract.

www.stif.info

Agenda

- **ITF** (International Transport Forum)
28-30 May 2008
Leipzig, Germany
www.internationaltransportforum.org
- **ASK-IT**
Final Conference
26-27 June 2008
Nuremberg, Germany
www.ask-it.org
Registration
www.polis-online.org
- **WALK 21**
9th International Conference for walking
8-10 October 2008
Barcelona, Espana
www.barcelonawalk21.com
Registration
info@barcelonawalk21.com
- **POLIS**
Annual Conference
25-26 November 2008
Barcelona, Espana
www.barcelonawalk21.com
- **EMTA**
10th Anniversary Seminar
28 Novembre 2008
Paris, France
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