

News from Europe

● Project of new European Regulation on Public Service Obligations: work is going on

The project of new European Regulation on public service obligations in the field of passenger transport was not discussed at the Council of Ministers of Transport in Luxembourg in June because of the opposition of some countries. However, work is going on so as to find a compromise. The draft might thus be adopted at the end of the year under Danish presidency. The Danish government, that will take over from the Spanish chairmanship of the EU as of July, has expressed the wish to focus its work on increasing competition for the benefit of businesses and consumers, and to achieve liberalisation of the European railway market.

europa.eu.int/comm/dgs/energy_transport/index_en.html

● Legal procedures pave the way for more competition in local public transport in Germany

Two recent judgements have opened the door to more competition for the local rail services in Germany. First, the tribunal of first instance (Vergabekammer) of Düsseldorf, stated on 14th April that local railway transport services fall under public procurement law and should normally involve invitations to tender. The court also deemed that public authorities should take into account public financial aid awarded to certain bidders and verify that the public subsidies are not used for bids with abnormally low prices.

Then, on 6th June, a tribunal of Magdeburg reached a decision in a case raised by private companies Connex and KEG concerning a contract granted by the Saxe-Anhalt Region to national railway company DB without competition. The judgement stated that the Region should not have granted the 6-year contract for all railway routes of the region, renewable once, without competition. DB had first announced it would appeal against this judgement, but eventually renounced.

<http://www.eurailpress.com/news>

● Launch of the European mobility week (16-22 September)

The European commissioner for Environment, Mrs. Margot Wallström, presented in April the forthcoming European mobility week. This week will take place in cities around Europe between 16 and 22 September 2002, with the aim to raise awareness of the damage current mobility practices inflict to the environment, and to promote alternative transport modes. The European Mobility Week will include 4 thematic days: car free day (22/09), public transport day (16/09), cycling and walking day (18/09), and living streets and greenways day (20/09).

The European Mobility Week will represent a platform for local authorities as well as organisations and associations from all over Europe to promote their existing policies, initiatives and best practices on sustainable urban mobility, and to launch new policies and initiatives. The "European Mobility Week Award 2002" will aim to reward local authorities for the activities organised in the framework of the Mobility Week, to highlight their experiences and successes in organising the week and to raise public awareness of the need for local and individual action in the field of sustainable mobility.

<http://www.mobilityweek-europe.org>

● Best practice for mobility centres

The MobiService Centres project, which is supported by the European Commission under the IST (Information Society Technologies) programme, has surveyed the multi-modal systems and services provided by the leading mobility management and service centres in Europe, and identified best practices. A wide range of traffic and travel information

services have been investigated, including urban traffic control systems, bus priority services, public transport route planning for travellers, ticket information and purchase, information on parking availability, and delays and congestion on the roads. The final report of the project can be downloaded from the website.

www.mobiservice.org.uk

● Italy boosts car-sharing

The Italian Ministry of the Environment launched in April a national plan of promotion of car-sharing, that will receive € 9.5m of governmental grants devoted to help fund local car-sharing initiatives operated by local transport authorities. Ministry officials estimate that 100,000 motorists could take part in the new schemes by 2005, reducing CO₂ emissions by 20,000 tonnes and the number of cars on Italy's roads by 50-100,000 vehicles over the period 2002-2005. It is estimated that participants in the programme could spare about € 1,500 a year on the basis of a yearly distance of 7,000km. Car-sharing participants will also enjoy some advantages such as free parking in some city centres.

The plan is being progressively introduced in 2002 in the cities of Turin, Bologna, Modena, Genova, Rimini and Venice. It will be extended to 10 further cities in 2003, including Rome, Milan and Florence.

In Turin, for example, the "City Club Carsharing" is jointly owned by ATM, Turin public transport company (51%), a Fiat-owned company (33%) and a cooperative (16%). It will have a fleet of 60 vehicles and 16 parking stations for its first year, which will grow to 200 vehicles and 40 parking stations in the future. 1,000 customers are expected for the first year.

www.minambiente.it

News from EMTA

● EMTA Workshop on transport and land policies: what lessons for transport authorities ? (Frankfurt, 21 October)

EMTA's next workshop will take place in Frankfurt (Germany) on 21st October. It will deal with the key issue of co-ordination of transport and land use policies.

The following questions will be addressed during the workshop:

- funding of public transport projects through property development
- co-ordination of transport and land use policies: what can transport authorities do ?
- bus lanes, parking policies, priority devices for public transport, etc.: towards greater partnerships with local authorities

For further information and registration: emta@emta.com

● EMTA Barometer of public transport

EMTA will release shortly its first Barometer of public transport in the European metropolitan areas. This document contains up-to-date statistics about mobility and public transport in the largest European cities. Indicators are used to compare the supply and the demand of public transport, the quality of services, the fares and, lastly, the financial policy. The Barometer will be soon available on EMTA's website.

www.emta.com

● Birmingham joins EMTA

CENTRO, the executive organisation of the Passenger Transport Authority of the West Midlands (2.6 million inhabitants in the Birmingham and Coventry area) has joined EMTA, which now brings together 27 transport authorities.

News from the cities

● First public transport concessions in the AMSTERDAM Region

On the basis of the Passenger Transport Act, ROA, the authority responsible for public transport in the Region of Amsterdam, has been turning contracts into concessions for transport companies from 2002 onwards. On 25 January, ROA granted three concessions to Connexion, a public transport company employing 13,000 staff members in the Netherlands.

With the concessions, Connexion obtains the exclusive right to perform in the coming years public transport services in the ROA concession areas of Amstelland-Meerlanden (for a period of six years), Waterland (for a period of four years) and Zaanstreek (for a period of three years). This is a major step on the way to the commercialisation of public transport in the Amsterdam region.

A concession is based on a programme of requirements drawn up by ROA in consultation with the cities and municipalities involved. Programmes of requirements contain, among other things, standards for frequency, maximum walking distances to stops, connections of bus to train, comfort and information to travellers. ROA lays down a minimum of quality levels for the traveller in the programmes of requirements. Within this framework, the transport companies have the possibility to explore the market in order to attract new travellers.

www.roa.nl

● BILBAO: Metro Line 2 has started operations

Line 2 of the Bilbao Metro started operations on 13th April, five years after Line 1, which has proved a great success since its inauguration. Line 1, which is 28km long and has 27 stations, carried 56 million passengers in 2001, and this first facility received several international awards. Surveys carried out also showed that over 15,000 passengers use the metro rather than their own private vehicles every day.

The new metro route will serve the left bank of the Nervion River (Ezkerraldea district), which has a population of about 275,000. The arrival of the metro system in this area, which was severely hit by industrial crisis over the last 20 years, with high rates of unemployment and social degradation, will help contribute to transform this district into a location of opportunity and progress.

Line 2 will be, when it is fully completed in 2011, 20.5km long, of which 10km will run along the left bank, and the remaining 10.5km will be shared with Line 1, which serves the centre of Bilbao.

This huge project will require a total investment of € 434m, paid by the Consorcio de Transportes de Bizkaia. Half of this amount will come from the Basque government and

the other half from the Provincial Council of Bizkaia.

The first section of Line 2, inaugurated in April, is 5.7km long and cost € 281m. It provides five new stations, three of which retain the cavernous configuration designed by the architect Norman Foster for Line 1, with access to street level via escalators and lifts. Stations have been located at strategic points so as to provide access to a metro station in less than 10 minutes for over 75,000 people.

Additional rolling stock for this new line consists in 13 trains equipped with hi-tech ATO and ATP safety systems, for a total cost of € 82m.

Line 2 was built by the Consorcio de Transportes de Bizkaia (CTB), an authority made of the Basque Government, the Biscay Provincial Government, the Bilbao City Council and other city councils of the metropolitan area. It is operated by Metro Bilbao, a company owned 100% by CTB.

www.cotrabi.com

● DUBLIN: Improved health and safety on school journeys

Children who are driven to school by parents each day are inclined towards being more dependent and less fit as they grow older. They are at greater risk of obesity, according to medical research leading on to the threat of heart disease, high blood pressure and diabetes. So improving children's health is one of the key aims of the Safe Routes to School (SRTS) programme, which will be run by the Dublin Transportation Office (DTO) from 2002 to 2006, at a cost of more than € 12m.

Under this programme, all the schools and colleges of the Dublin Region (747 primary schools, 253 second-level schools and 35 third-level institutes, making a total of 340,000 students) will receive a questionnaire devised by the DTO, that will be distributed to every student so as to ask them how they travel to school and why they use their chosen means of transport.

It is estimated that 20% of all car trips during the morning peak in Dublin are for the purpose of bringing children to and from school, and the information generated by this survey will also be used to update the DTO's transportation model, which is used to aid the integration of land use and public transport in the Dublin metropolitan area.

www.dto.ie

● Ring'n'Ride service launched in GLASGOW

Strathclyde Passenger Transport (SPT), the public transport authority of the Glasgow metropolitan area (Scotland), launched in April a new on-demand bus service for a rural area which is badly served by regular public transport services. This new service carries

people on a door-to-door basis inside the rural county, and thus connects the train stations, the city hospital and the town centres.

The service runs six days a week, between 7.30 am and 6 pm. Passengers can book their trip by calling a telephone number or sending a text message, at least two hours in advance of the trip.

The service is run by a private company granted a contract by SPT. The vehicles used are fully accessible and the service is available with normal travel cards.

www.spt.co.uk

● Go ahead for new trams and busways in LONDON

Some 50 years after the last trams circulated in the centre of the British capital, this May the Mayor of London gave the go-ahead for two new radial tram schemes that will connect suburbs with the local centres:

- the West London Tram Scheme: this tram route, expected to be completed by 2009, will carry 50 million passengers a year between Uxbridge (near Heathrow) and Southall, a distance of 20km. It will cost about € 310m. 75% of people who answered a consultation on this project said that they would be willing to see less space for general road traffic in return for better public transport;

- the Cross River Tram Scheme: this route, expected to be completed by 2011, will carry 72 million passengers a year. It has a 15km route between Kings Cross and Camden, north of the River Thames, and Brixton and Peckham on the south bank. This project will cost € 470m. 92% of respondents from the consultation favoured the scheme.

These schemes follow from the success of the Croydon Tramlink, which started operations in May 2000 in the south-western part of London. A recent study showed that 19 percent of Tramlink passengers had previously used a car for their journey.

The Mayor also announced two new busway schemes:

- the East London Transit Scheme. This dedicated busway is expected to be completed by 2006. The first phase of the project, whose cost will amount to € 55m, will carry 6 million passengers a year;

- the Greenwich Waterfront Transit Scheme: this route will start operating by 2008 using 1.8km of busway already in place on the Greenwich Peninsula and 6km of new busway. This scheme could ultimately be upgraded to tram technology if justified by long-term development. The first phase will cost approximately € 40m and carry 10 million passengers per year.

www.transportforlondon.gov.uk

● **MADRID: only 12 minutes between the city centre and Barajas Airport with extension of metro line 8**

Madrid boasts one of the best public transport connections in the world with its airport since the inauguration of the second part of the line 8 of the underground between Mar de Cristal and Nuevos Ministerios, in the business district, on 22nd May. With this new connection, Barajas, the only airport of the Spanish capital city, can be reached within 12 minutes from the centre, for the price of € 0.95 (vs € 20 by taxi). The frequency of the line shall reach one metro every 4 minutes at peak hours.

The station Nuevos Ministerios, which offers connections with two metro lines (among them the circular line), many Cercanias regional rail services and several urban bus routes, also provides the possibility to check in at the 33 airlines's desks of the air terminal, so that passengers can reach the airport without having to carry their luggage.

Works to complete the 5.9km-long new section of the line lasted two years and cost an overall amount of € 310m. The terminal station of Nuevos Ministerios, whose cost amounted to 1/3 of the overall cost of the project, provides a parking facility (60 + 120 lots), and a waiting area for 30 taxis.

Rolling stock consists of CAF material made in Spain, with a capacity of 54 persons sitting and 336 standing (4 persons/m²), for a cost of € 4.2m each.

90,000 passengers per day are expected to travel on the line in 2003.
<http://www.ctm-madrid.es>

● **MANCHESTER: Metrolink and bicycle hand in hand**

In the context of development of the third phase of extension of Metrolink, the light rail system of Greater Manchester, the Greater Manchester Passenger Transport Authority (GMPTA) have decided to improve the intermodality between Metrolink and bicycle. This policy is coherent with the Greater Manchester Local Transport Plan 2001-2006, which sets the objective of improving cycle facilities, among other things through the integration of cycling with other modes of transport.

The concessionaire that will be chosen for the third phase of Metrolink will have to provide cycle stands for at least ten bicycles at each of the new Metrolink stops as well as lockers for a minimum of five bikes, along with security provisions for the cycle parking area (cycle parking will be prominent, well-illuminated, easily apparent to passive surveillance and covered by CCTV cameras).

GMPTA has decided to go even further and to consult the general public about the possibility

to allow bicycles on trams, which was not possible for the first 2 phases of Metrolink.
www.gmppte.gov.uk

● **Radiobus: a new demand responsive public transport service in MILAN**

The attention to the needs of the clients of public transport, especially as to the security problem, led to the planning of a special service that guarantees more security, a higher comfort level, the minimization of both the waiting times, the distances of walk and the travelling times.

Radiobus is a new service representing an intermediate position between "traditional" public transport and taxis. It covers the area where the night life takes place in Milan. This "bus on request" service picks the customers wherever they want in the area concerned. It is only accessible on request. The booking can be made both some days earlier or soon before the travel, by telephone or via the internet.

This new service, operated by the municipal company ATM, uses small-dimension buses (7.50m long with 16 seats and 2 places for people in wheelchairs) equipped with air-conditioning and a telecommunication system tracing the route (GPS).

Radiobus, which was launched in December 2000 as the most "complete and sophisticated" public transportation system in Europe, can be used with an additional ticket, at the price of € 1.50 (additional ticket bought at a sale point) and € 2.00 (when bought on the bus). Service is operated everyday between 8 pm and 2 am.
www.atm-mi.it

● **PORTO: tramway network will start operations at the end of 2002**

The decision to build a light rail network in Porto, the second largest metropolitan area of Portugal with 1.2 million inhabitants, was reached in 1993. The project was devised by Metro do Porto SA, a company owned by the Metropolitan Area of Porto (60%), the public transport company of Porto STCP (25%), the Portuguese Government (10%) and the Portuguese railways (5%).

Metro do Porto SA was granted a 50-year concession to build and operate the network, which will consist of 4 lines with a total length of 70km. In the city centre, the routes will go underground on a distance of 7km. Outside the centre, they will have dedicated tracks on 13km and will use existing narrow-gauge infrastructures on 50km (outer suburbs).

One of the routes will cross the Douro river on the Don Luis metallic bridge that was built in the 19th century by a disciple of

engineer Eiffel. 66 stations will be built, 10 of them underground. Construction works started in 1999 and inauguration of the first part of the network is expected for November 2002 (2004 for the whole network).

The rolling stock will consist in 72 Eurotrams made by Bombardier-Adtranz. The capacity of each vehicle will be 216 passengers, with 100% low floor and air conditioning.

The tramway network will be operated by the French company Transdev until 2008, with a possibility to extend the contract until 2014 on a common agreement. The contract between Metro do Porto SA and Transdev requires a regularity of 98% from the operating company, whose revenue will depend on the number of passenger-kilometres, with quality-based incentives.

The three public transport operating companies of the Porto Metropolitan Area (Metro do Porto, STCP and CP) have created a common enterprise ACE, whose aim will be to devise an integrated fare policy with sharing of revenues between companies and an integrated schedule for the networks.
www.metro-porto.pt

News from others continents

● **Tramways on their way back to WASHINGTON D.C.**

For nearly a century, tramways served the capital city of the United States in one of the most extensive light rail systems in the whole country. But tramways were replaced by diesel buses in 1962, in an attempt to improve the flexibility of public transport systems.

The strong increase in downtown traffic, the pollution caused by buses and the difficulty of travelling across the city on a hub-and-spoke subway system have brought city leaders to reconsider. As a result, three possible electric tramway routes have been identified, on the 40th anniversary of the last tramway's final trip. The US federal government has backed the project of new tramway in Washington and funded some preliminary research.

This revived interest in tramways comes during a nationwide renaissance of light rail systems. In 1975, seven cities operated light-rail systems in the US. Today, that number has jumped to 19, with 10 extensions or new systems under construction. Another 43 systems are proposed or have been approved in places as diverse as Arizona and Hawaii.
www.wmata.com

Focus

How the region of Lombardy (Italy) prepares the introduction of competition for local rail services

With its 9 million inhabitants, Lombardy (capital city: Milan) is one of the most densely populated regions in Europe and the most productive region in Italy (20% of GDP). Like the other Italian regions, it became responsible for the organisation of local railways as of January 1st, 2001. This is a huge competence since more than 1,500 local and regional trains serve the Region daily, for a total of 27 million train-kilometres every year.

Objectives of regionalisation

The objectives of the current reform are to improve the quality of services, to increase patronage, and to reduce the amount of subsidies granted to operating companies. These aims shall be met through:

- a new procedure of definition of the services by the public authority itself, so as to provide the population with the services that they really need,
- an end of monopolies and the introduction of competition so as to enable the best companies to develop services,
- a clear definition of the responsibilities of operating companies through contracts signed with the Region, and some bonus/malus mechanisms so as to ensure that the objectives of contracts are met.

The Region's mission is to plan the services needed and to purchase them from operating companies. This new organisation is based on a precise share of competences with the Italian State, which remains responsible for international and long-distance trips, and the railway companies, which have to provide services with the greatest efficiency and quality. Through this major reform, Lombardy aims to increase the provision of rail services to 35 million train-kilometres within 2008 and to double the number of passengers.

Introduction of competition (2004)

All services are currently operated by two public companies (national railways Trenitalia-FS, state-owned company, and Ferrovie Nord Milano-FNM, a company owned by the Lombardy Region), in situation of monopoly. The principles introduced by the reform are:

- the liberalisation of services operated without public subsidies,
- the organisation of tendering procedures for the award of services receiving public subsidies.

In this context, the Lombardy Region will organise tendering procedures as of 2004 for the award of contracts. Bids will be opened to all railway companies with licences and certificates of safety delivered by the Ministry of Transport. The Region will have to ensure that a sufficient number of companies take part in tendering procedures, and that competition really leads to increased quality and reduced costs. To achieve this, it needs to develop its

own expertise, and to help the current operating companies improve their efficiency and their competitiveness.

Transition period (2001-2003)

During the transition period, the services are still operated by the two public rail operators, but contracts of service have been signed so as to prepare the introduction of competition. The Region has become a purchaser of services (19.4 million train-kilometres from Trenitalia and 7.2 from FNM in 2001). The price of the services has been negotiated between the companies and the Region, but in the future, it shall be the outcome of the tendering procedure. The State transferred a yearly grant of € 223m to the Region to compensate for the new financial burden on the regional budget.

A new system of monitoring

The introduction of competition will imply that the Region becomes a real authority capable of defining the level of services and monitoring the activity of operating companies. It will therefore need to acquire some key data about the supply, the demand and the costs of services provided, which are only in the hands of companies at the moment. That's why the contracts signed with Trenitalia and FNM see to it that the companies make available precise data concerning for example:

- the cost of services, split by function (use of infrastructures, maintenance of rolling stock, energy, staff, etc.) and ratios of costs per kilometre and per hour of service provided,
- the supply of services (train-kilometres, schedule),
- the demand of services (passenger-kilometres, number of passengers in each station),
- the quality of services (communication, commercial speed, percentage of travellers which don't find seats, punctuality, cleanliness, satisfaction of customers)

These figures will enable the Region to check that the companies meet the objectives of the contracts and to set the targets for the future tendering procedures. All these data will be used for an electronic planning model called MISTRAL (Monitoraggio Informativo Sistema di Trasporto pubblico Locale), devised by the Region to monitor local transport.

Monitoring will also mean taking into account the infrastructure, its capacity, the works under way, and the problems met. With the reform, ownership of the fixed infrastructures and of the rolling stock used by FNM were transferred from the Italian State to the Region, while the infrastructures used by Trenitalia-FS now belong to RFI, the national rail owner, which is a subsidiary of FS. The Region will devise a mechanism of reporting so as to be constantly aware of the state of the infrastructures.

Next steps

The Region is preparing itself actively for the deadline of 2004. Some questions still have to be answered in this perspective:

- how should the contracts of services be awarded (single contract or smaller lots) ?
- should the authority define all the services and their characteristics before the tendering procedure, or ask the bidders to make proposals ?
- how should the authority define the minimum requirements expected from bidders in terms of financial strength and competences ?
- what criteria should be used by the Region to assess the bids that will be submitted ?

Lastly, the evolution of the relationships between the Region and its subsidiary FNM is a key issue. Indeed, the Region will have to act in an independent way when it will come to choosing between the different bids submitted. The Region will also contemplate reducing its share in the company, that may come under 50%.

www.trasporti.regione.lombardia.it

Agenda

● 30th European Transport Conference

Organised by the Association of European Transport (AET)
9-11 September 2002 - Cambridge, UK.
E-mail: info@aeetransport.co.uk

● Bus priority systems - Results and perspectives

Results of the PRISCILLA research project
12 September 2002 - Toulouse, France.
<http://www.trg.soton.ac.uk/priscilla/index.htm>

● Urban public transport: problems, solutions, perspectives

Conference organised by the transport authority of Vilnius with speakers from Bielorrussia, Estonia Latvia, Lithuania, Russia and Sweden
12-13 September 2002 - Vilnius, Lithuania.
www.vilniustransport.lt

● 3rd EMTA Workshop - Transport and land policies: what lessons for transport authorities ?

21 October 2002 - Frankfurt, Germany.
E-mail: emta@emta.com

● Regeneration of station areas: the instruments for an effective public-private partnership

Conference organised by INTA
20-23 October 2002 - Marseille, France.
E-mail: intainfo@inta-net.org

● European Energy and Transport 2002 Conference

Organised by the European Commission
11-13 November 2002 - Barcelona, Spain.
http://europa.eu.int/comm/dgs/energy_transport/index_en.html

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