

## News from Europe

### ● The European Commission launches a public debate on Services of general interest

The European Commission released on 21st May a "Green Paper on services of general interest", which opens a debate on the role of the European Union for defining the objectives of services of general interest and the way they shall be organised, financed and evaluated. The Green Paper, which acknowledges that services of general interest form an essential element of the European model of society, reaffirms at the same time the significant contribution of the internal market and of the competition rules to modernise and improve the quality and efficiency of many public services for the benefit of citizens and businesses in Europe. Lastly, the document raises the question whether there is a need for creating a legal framework for services of general interest at Community level. The Green Paper opens a public consultation that will last until 15th September 2003.

[http://europa.eu.int/comm/secretariat\\_general/services\\_general\\_interest/index\\_en.htm](http://europa.eu.int/comm/secretariat_general/services_general_interest/index_en.htm)

### ● The European Commission proposes generalisation and harmonisation of electronic charging systems

The European Commission presented on 23 April a draft directive on the introduction and interoperability of electronic road toll systems in the EU. The directive will apply to all kinds of roads, to bridges and tunnel charging systems whether on the trans-European transport networks, inter-city or urban. The benefits will be reduced congestion, increased traffic flow and a reduced number of cash transactions at toll posts. Generalisation of road charging will also lead to increased resources for the building of new transport infrastructures. Operators of charging systems will have to provide the service from 1 January 2005 to all vehicles over 3.5 tonnes or carrying over 9 people and from 2010 for all other classes of vehicle. The system will be based on a single contract per user and a single box per vehicle.

<http://europa.eu.int/comm/transport/themes/network/english/ten-t-en.html>

### ● The European Ministers of Transport agree on the second rail package

The European ministers of transport agreed on 28th March on the second railway package prepared by the European Commission. This new package will lead, if it is adopted by the European Parliament in second reading, to an opening of the international rail freight to competition on 1st January 2006 (instead of 2008 as forecast in the first railway package), and of the whole rail freight market in January 2008. This package was approved by qualified majority (Belgium, France and Luxembourg voted against). The ministers didn't adopt the proposal of the Parliament to open passenger rail services to competition in 2008. On this last aspect, the Commission announced that it will make new proposals before the end of the year.

[http://europa.eu.int/comm/transport/rail/package/index\\_en.htm](http://europa.eu.int/comm/transport/rail/package/index_en.htm)

### ● The transport sector will be the biggest energy user in 2020

The International Energy Agency (IEA) has released a survey showing that the transportation sector will overtake industry as the largest energy user in the world by 2020. Energy used for transportation is predicted to grow at an annual rate of 2.1% and emissions of carbon dioxide are expected to be, in 2030, 70% higher than today. Two thirds of the increase will happen in developing countries. The director of the sustainable mobility project of the IEA commented: "We cannot continue like we do. The current trends of mobility will eventually

lead to unsustainable gridlock, which is bad news both for consumers and for business."

[www.iea.org](http://www.iea.org)

### ● Road traffic accidents are the first cause of injury-related deaths in the world

Two publications of the World Health Organisation highlight that road traffic accidents are the first cause of injury-related deaths in the world, ahead of suicides, violence, drownings, wars and burns. 1.26 million people died in road crashes worldwide in 2000, and among them 40,800 in the EU alone. Although the trend is towards fast improvements in most European countries - the number of fatalities was reduced by 28% between 1990 and 2000 - there remain strong discrepancies between the EU Member States.

If the EU average death toll is 11 people killed in car accidents per 10,000 inhabitants every year, it reaches nearly twice this number in Greece (21) and Portugal (18) but is much lower in countries such as the United-Kingdom (6) and Sweden (7). It is estimated that one third of the fatal road accidents occur in urban environment, and mostly affect pedestrians.

The EU White Paper on the future European transport policy released in 2001 sets an ambitious objective of reduction by 50% of the number of fatalities by 2010.

[www.who.int](http://www.who.int)

### ● New statistics on travel habits of British people

Figures released by the Department for Transport of the British government show that British residents travelled an average 10,900 km per year in the period 1999/2001, that is to say an increase by 5% in comparison to 1989/1991, mainly owing to an increase of 13% of the length of trips.

Car travel accounted for 80% of the total distance travelled. 60% of cars on the roads had only occupant, and for commuting and business travel, the rate was 84%. 28% of British households didn't have access to a car, compared with 33% ten years before. 82% of adult men had full car driving licences, but only 60% of women.

Walking fell by 20% during the 1990's, and now accounts for under 3% of the total distance travelled. The proportion of children walking to school has declined from 62 to 54%, with an increase from 27 to 39% in the numbers being driven to school.

The number of local bus trips made outside London has dropped by 30% since 1989, whereas the number of London bus trips rose by 25% during the same period.

[www.dft.gov.uk](http://www.dft.gov.uk)

## News from the companies

### ● DB German railways: a new player in urban transport operations

DB German railways announced in April their wish to win marketshares in urban public transport market, in Germany as well as in other European countries. DB already controls about 7% of the German market of metro, tramway and local bus systems through its 21 regional bus subsidiaries.

The company intends to develop close co-operations with local transport companies and authorities, and to provide attractive public transport solutions to the new mobility needs of urban areas. It also aims to reduce its costs so as to be competitive, and to invest in new capacities.

[www.db.de](http://www.db.de)

# News from the cities

## ● High quality park & ride facilities in the WEST MIDLANDS

Centro, The West Midlands Passenger Transport Authority (WMPATA) and the Passenger Transport Executive for the West Midlands conurbation (2.6 million people), is dedicated to **improving the attractiveness of park and ride facilities for car drivers**. To this end, it has devised a programme of site upgrades to meet National Security Standards for "Secured Car Parks" sponsored by the Association of Chief Police Offices (ACPT). The upgrades will include monitored CCTV, help points, public address and high quality lighting. A major programme to expand video-monitoring and lighting coverage at all Centro car parks is now in progress. All Centro-controlled car parks will ultimately be linked to the Network Safety and Security Centre located in central Birmingham.

[www.centro.org.uk](http://www.centro.org.uk)

## ● Bus and bicycle: together for leisure time in FRANKFURT

The strong development of cycling as a leisure activity which enables to practice sport in a natural environment creates a **new mobility market in Germany: bringing cyclists to their practice destinations**. This also enables inhabitants to discover attractive places of their region.

Public transport systems have clear advantages on the private car for this new market: they enable cyclists to depart and to arrive at different places, and they can carry bicycles more easily than cars.

Since the completion of the bicycle route "Vulkan" in the Vogelsberg region in 2000, RMV, the public transport authority of the region of Frankfurt-Rhein-Main, decided to create a regular bus line called "Vulkanexpress", which is specifically devised so as to bring cyclists to this area, and which can carry bicycles on hooks. Given the success of this first experience, RMV has created two new routes adapted for the transport of bicycles in 2001, which operate during the week-ends and the holidays. All these routes can be accessed with RMV season passes and tickets. With the so called Hessen ticket, a group of up to five persons can travel one day through the whole state of Hessen with all trains and busses.

Regional trains serving the area, which are equipped during the week-end with multi-use vehicles that allow to carry a greater number of bicycles as well as kinderwagen and wheelchairs, also witnessed an increase of the number of cyclists carried out with their bicycle.

[www.rmv.de](http://www.rmv.de)

## ● Night bus services integrated in GENEVA's public transport network

The night bus network of Geneva was inaugurated in 1995. Its 12 routes, which serve Geneva and 61 municipalities (among them 3 municipalities in nearby France), have encountered a real success, with more than 1,000 passengers every week-end.

The authorities of the canton of Geneva aim to turn this service, which was devised specifically for young people going out on Friday and Saturday nights, into an element of the mobility chain catering for the needs of all categories of passengers at night. This shall be achieved through fare integration with the regular public transport network (passengers with season passes will have access for free, whereas they have to pay € 2 at the present time) and through widespread information about the service. Half of the cost of operation of the night bus network (€ 500,000) is paid by public authorities.

[www.noctambus.ch](http://www.noctambus.ch)

## ● Project of tram-train in LILLE

The Lille metropolitan area (1.1 million inhabitants in northern France) approved last December a master plan of development of a network of tram-train services. **The area has indeed a dense network of radial railways which could serve as a basis for an extension of the existing tramway network** (19km of lines, which were completely renovated in 1994). Such a network would improve links between the city centre and the most remote parts of the conurbation, including areas in nearby Belgium. It would enable passengers to stay in the same vehicle to reach their final destination, and would reduce the level of congestion of the main railway station Lille-Flandres, which is currently a terminal station.

The master plan proposes to open 10 lines representing a total length of 200km, and among them 35km of new tracks in the streets, by 2008. The total investment is estimated at € 800m, and the potential patronage would vary between 4,000 and 10,000 passengers every day for each of the lines.

[www.cudl-lille.fr](http://www.cudl-lille.fr)

## ● New organisation for LONDON Underground soon complete

### ● an old and busy network

The London Underground, known as the Tube, is both the oldest - first line opened in 1863 - and one of the busiest metro systems in the world. Its 12 routes carry some 3 million passengers every day on a 408km long network with 275 stations. London Underground, the company that owns and operates it, employs 16,500 staff. But the Underground network, which is the backbone of the public transport system in the British capital city, suffers from two major problems: saturation at peak hours and chronic under-investment in the maintenance of the infrastructure. This has led to insufficient levels of reliability and frequent incidents. The most recent initial survey evidence suggests that the implementation of road congestion charging in February 2003 within the central zone has led to an increase of just 1% in Underground trips in the congestion charge zone. However, Underground demand has grown by more than a quarter over the last decade, and despite recent flattening in growth rates reflecting the economic downturn, use of the system remains at near record levels.

### ● quarrel about Public Private Partnership

The newly elected Mayor of London inherited in 2000 from the British government the responsibility for all local public transport systems (bus, tramway and river services), except the Underground. The objective of the government, which remained responsible for the organisation of the Tube, was first to implement a public-private partnership (PPP) scheme of modernisation of the underground infrastructure before handing over its responsibility to the Mayor of London. The conflict that emerged between the government and the Mayor of London about the PPP - which culminated in legal procedures being undertaken by the Municipality against the plan of the government, was only solved in February 2003 with the signing of an agreement that enables the whole process to move forward.

### ● new share of tasks

The Mayor of London, who still thinks that other solutions, such as a public loan, would have been less expensive to modernise the Tube than to effectively sell its tracks to private companies, has finally accepted the scheme of the government in exchange for his taking control of the company London Underground, that is to say of the Tube operations, very soon, and for financial guarantees to protect Londoners from having to meet cost overruns that may occur.

The infrastructure has been split into three packages that have been awarded by the Government to two private consortia, Metronet (9 lines) and Tube Lines (3 lines). These companies, which bring together civil work enterprises (Amey, WS Atkins, Bechtel, Jarvis, Balfour Beatty, Thames Water) and transport industries (Bombardier) are now responsible for modernising and maintaining the infrastructures for a period of 30 years. During the first 7 years of the contract, they have committed themselves to investing a total amount of € 17.5bn into the upgrading of the underground. The companies' revenues will stem from the fees that London Underground, the operating company (which will remain in public hands), will pay to them for using the infrastructures.

London Underground will remain responsible for the overall strategy and management of the tube network, as well as passenger facing activity, including the operation of train services, ticketing, fares and travelcards, timetables and the closure of lines and stations.

The Mayor already has control of fares on the Underground, and has frozen these in real terms since his election, and he has promised to seek to continue to keep fares down.

[www.thetube.com](http://www.thetube.com)

[www.transportforlondon.gov.uk](http://www.transportforlondon.gov.uk)

### ● MADRID: inauguration of the new Metrosur underground line

The new line 12 of the Madrid underground network was inaugurated on 11 April. Called Metrosur ("metro south"), this fully subterranean infrastructure is a 40.5km long circular line serving fast growing urban settlements in the southern ring of the Spanish capital city. The five municipalities served have an overall population of 900,000 people, and two thirds of the inhabitants are located within 600 metres of the 28 new stations thanks to the high density of housing.

Six of the stations provide connection with the commuter rail network operated by Cercanias, the subsidiary of Spanish railways Renfe in charge of regional transport, and one station provides connection with the line 10 of the metro, which serves the city centre and the business district.

The new line, which was planned as part of the second plan of extension of the underground network (2000-2003) by the Consorcio de Transportes de Madrid, the regional public transport authority, provides fast connections between the main facilities (hospitals, universities, commercial and leisure areas, etc.) of the south-western part of the metropolitan area, which only had radial transport infrastructures towards the centre of Madrid so far.

The cost of construction of the line reached € 1.6bn, including rolling stock, and works were completed in 3 years.

140,000 passengers are expected on Metrosur for the first year of operation.

[www.ctm-madrid.es](http://www.ctm-madrid.es)

### ● MANCHESTER's free city centre bus services on target for a million customers in their first year

The Greater Manchester Passenger Transport Executive launched last September two new free city centre bus services, which are operated by the private bus company First. Surveys show that the two routes are carrying a weekly average of 21,000 passengers, and patronage forecasts estimate that well over 1 million passenger journeys will have been made in the first year of operation. A key component of the City Centre Transport Strategy, the Metroshuttle services are free, fully accessible and frequent - running about every 5 minutes on Service 1 (orange line) and every 10 minutes on Service 2 (green line). Services are operated daily from 7am to 7pm (10am to 6pm on Sundays).

Metroshuttle is improving access into and across Manchester city centre by providing customers with seamless integration between the city's rail stations, car parks and key public transport nodes, and linking them with the main retail, commercial, leisure and cultural destinations.

Metroshuttle is funded through a partnership involving the Greater Manchester Passenger

Transport Authority and Executive, Manchester City Council, National Car Parks Ltd and Allied London Properties.

[www.gmppte.gov.uk](http://www.gmppte.gov.uk)

### ● Ambitious plan of development of public transport infrastructures in PALERMO

Like most large European cities, Palermo, the capital city of the Italian island of Sicily (1.2 million inhabitants in the metropolitan area) suffers heavily from traffic congestion and from the nuisances caused by the excessive use of private car in the urban area. Surveys show that 81% of the 960,000 people who travel inside Palermo every day use their private car, and only 19% public transport. This rate is the lower of all large Italian cities. The average speed of trips is 18km/h in the whole city, and only 7km/h in the city centre. Moreover, these chaotic traffic conditions lead to a high number of road accidents (4,000 every year), with a heavy death toll (100 persons).

So as to bring solutions, the Municipality devised in 2002 a master plan of integrated public transport systems, which proposes to build some new high capacity public transport systems in the coming 10 years so as to radically change the face of urban areas.

The main infrastructures foreseen are the following:

- building of an automatic underground line, which shall cross the whole city as a backbone line of 17km at a speed of 35km/h. It will provide several interchange stations with the other public transport modes and park and ride facilities at the terminal stations (estimated cost of € 1.1bn). 100,000 passengers are expected to take the metro line. The Municipality is completing the surveys before starting civil works.

- building of three tramway routes of a length of around 6km each, with dedicated lanes. These routes will serve the suburban areas and connect them with the city centre (estimated cost of € 310m, including € 105m for rolling stock). 29 vehicles will be bought to serve these three lines, which shall start operations in 2007. A total number of 90,000 passengers are expected daily on the three lines.

- doubling of the railway tracks that link the airport with the city centre ("Passante"), for a cost of € 610m,

- and completion of a railway ring crossing the city underground. This will mean building a 2.3km long tunnel for a cost of € 120m. Operations are expected to start within four years.

The funding of the last three projects is already secured for the period 2002-2006, thanks to financial contributions of the Italian government, of the European regional funds and of loans from the European Investment Bank.

This ambitious master plan also proposes to set up a wide area with traffic restrictions in the city centre and to build 29 parking facilities so as to reduce parking on streets.

[www.comune.palermo.it](http://www.comune.palermo.it)

### ● More staff members in commuter trains at night in ZURICH

ZVV, the public transport authority of the Zurich region, and the Swiss federal railways CFF adopted last December a new "Security-Package" for night travellers on commuter trains in the Zurich canton. The main measure is the presence of two accompanying staff members on all trains after 9 pm. The tasks of these "train-chiefs" encompass the control of tickets, the provision of information and a reassuring presence. This new human presence will enable to reduce the number of policemen controlling in night trains, and to limit their function to interventions in case of incidents. The recruitment and training of these new train-chiefs will be accomplished in July 2004. The total cost for this new service is estimated at € 10m. Further measures include the generalisation of a "meeting wagon" where passengers don't feel alone, improved cleanliness of rolling stock, increased fight against vandalism and fraud, and video-monitoring inside rolling stock.

[www.zvv.ch](http://www.zvv.ch)

## News from other continents

### ● Tax benefit for public transport users in CHICAGO (USA)

The "Transit Benefit Programme" devised by Chicago Transit Authority (7.8 million inhabitants in the urban area) provides substantial savings to public transit customers and their employers by enabling them to deduce public transport fares from their pre-tax revenues. Participants's monthly pre-tax deductions can be up to \$ 100 (€ 115), which enables employees to save from \$ 200 (€ 230) to \$ 465 (€ 535) in taxes annually. Commuters can use the programme to purchase the unlimited ride 30-Day Pass, and other categories of season passes. Payment options include setting aside pre-tax income of up to \$ 100 (€ 115) per month per employee, a company-sponsored tax deductible subsidy, or a combination of both. Employers benefit by getting an annual payroll tax savings of approximately 10% of what their employees set aside.

Currently 1,800 employers and 40,000 employees in the Chicago area are enrolled in the Transit Benefit Programme.

[www.transitchicago.com](http://www.transitchicago.com)

# Analysis

## What public transport connections between large international airports and cities?

### Some major traffic generators

Although it has been severely hit since 2001 in relation with international factors (attacks of 11 September 2001, war in Irak, SARS disease), the rapid growth of passenger air transport (+70% between 1970 and 2000 in the EU) will certainly go on in the future.

In this context, the main European airports have become major interchange stations (London Heathrow, the busiest European airport, attracted 61 million passengers in 2001) and are usually, at the same time, large business areas (68,000 jobs at Heathrow). Their often imposing architecture confirms that these modern cathedrals are a strong symbol of the economic and technological progress of the second half of the 20th century.

### A difficult situation for public transport

The connection between large airports and urban areas is often a complex issue. Due to their large space consumption (12km<sup>2</sup> for London Heathrow, 15km<sup>2</sup> for Rome Fiumicino, 32km<sup>2</sup> for Paris CDG) and the nuisances - noise - that go with them, large airports have always been located at the fringes of urbanised areas. The average distance from city centres reaches 10km for the first generation of airports (Amsterdam-Schiphol, Berlin-Tegel, Brussels, Frankfurt, Madrid Barajas, Milan-Linate, Paris Orly, Rome Ciampino, Warsaw Okęcie). Given that most of them are now surrounded by urban fabric, the new generation are located even further (30km for Athens Spata, 45km for Stockholm Arlanda and Oslo Gardermoen, and 50km for Milan Malpensa).

Unlike most train stations, which were well served by local transportation systems so as to attract as many passengers as possible when they started operations in the 19th century, airports have often been built in areas with no pre-existing public transport connections. Although bus routes have been created to serve them, the majority of passengers are going to the airports either by private car, or by taxi. The fact that business trips account for a significant part of all air trips (between one third and a half) also raises some specific issues for the accessibility of airports, business travellers being usually more demanding.

In Paris-CDG, a survey carried out in 2000 showed that 39% of passengers went to the airport by taxi and 33% by private car, leaving public transport a low share of 28% of trips. As a result, most airports have very large car parking capacities (22,000 parking lots in Stockholm Arlanda, 16,000 in Roissy-CDG).

Market share of public transport to reach the four largest European airports in 2000 (among passengers)

Amsterdam Schiphol	London Heathrow	Frankfurt	Paris CDG
44%	34%	33%	28%

This situation is bad for several reasons:

- impact on the environment (pollution)
- impact on congestion (25% of traffic on A1 motorway north of Paris is generated by CDG Airport)
- impact on social cohesion (travellers or employees with low budget or without a car have difficulties to access the airport)
- impact on health (noise, accidents, pollution)

### Progress is being made

Public authorities started paying a stronger attention to the public transport connections to airports in the 1970's, and London Heathrow was the first international airport to be served by a metro line with the extension of the Piccadilly line in 1977. Ever since, lots of initiatives have been undertaken:

#### • Rail connections with city centres

Rail systems, whether light (metro), or heavy, enable high commercial speeds and punctuality, which are key factors for people who have to catch a plane. This is why most large airports now provide such connections (regional rail services exist in Amsterdam, Barcelona, Brussels, Copenhagen, Frankfurt, Manchester, Milan-Malpensa, Oslo, Paris-CDG, Rome-Fiumicino, Zurich, etc.). Their attractiveness depends on the length of the trip (30 minutes is a strong psychological barrier), the regularity of service, the simplicity of use (stairs are not compatible with luggage), the proximity of departure points with city centre and business district and of arrival with check-in area, and lastly the price attractiveness versus other modes such as taxi. The extension of Madrid metro line 8 to Barajas airport in 2002 is a good example of fast and convenient connection from city centre (12 minutes trip) for the price of a metro ticket (1.1 €), which shall reach a high market share.

#### • Express airport railways

So as to overcome the shortcomings of traditional rail connections, some cities have built new dedicated rail links to the airports. Heathrow Express, which was inaugurated in 1998 after an investment of € 700m, is a reference of such new dedicated high quality and high speed services. Modern and comfortable rolling stock serves every 15 minutes Heathrow Airport from Paddington station in central London, and the 25km long trip lasts 15 minutes. Passengers can check in at the station. The service, which costs € 16 for a single trip, carried 4.8 million passengers in 2002. The aim of BAA, the operator of the airport, which funded Heathrow Express and operates it, is to bring the market share of public transport to 40% of all trips to Heathrow by 2007 thanks to this new infrastructure. Other such express rail links have been inaugurated in Stockholm (Arlanda Express) and Oslo (FlyToGet) in 1999, while another one is being planned in Paris-CDG. The Oslo FlyToGet seems very successful (market share of 34% of all trips to the airport, that

is to say 4 million passengers a year) thanks to a strong communication policy. Contrary to this, the patronage of Arlanda Express hasn't met the expectations, leading to a deficit of the operating company, and a strong increase in fares since its inauguration (+50%, single trip now costs € 20) so as to balance the budget of the concession.

#### • Bus services and other modes of transport shall not be neglected

Bus services can be an attractive mode of transport to airports provided that they can escape congestion and guarantee travel times. Building dedicated lanes on the motorways leading to airports is a simple way to achieve this objective. The 10km long bus lane that was opened in 1997 on the M4 motorway leading from London to Heathrow Airport is used by 3,500 vehicles every day (2,800 taxis and 800 buses). The bus lane has increased by a third the commercial speed of buses at peak hours, and it has also had a positive impact on journey times of private cars although they have one lane less at their disposal. The Allobus demand responsive transport service, which was launched in 1998, connects the northern suburbs of the Paris metropolitan area with the CDG Airport business area. More than 200,000 yearly passengers use this mini-bus service, which is available with normal transport tickets 24 hours a day upon reservation one hour prior to the trip. Allobus enables people without a car to have access to the 50,000 jobs available at the airport, some of them being night-jobs, that is to say after regular public transport has stopped.

## Agenda

### • EMTA Working group on electronic ticketing systems

17 June 2003 - Helsinki, Finland  
E-mail: [emta@emta.com](mailto:emta@emta.com)

### • CIVITAS information day organised by the European Commission

19 June 2003 - Brussels, Belgium  
<http://www.civitas-initiative.org/civitas/home.cfm>

### • EMTA Working group on accessibility issues

4 July 2003 - Göteborg, Sweden  
E-mail: [emta@emta.com](mailto:emta@emta.com)

### • 3rd UITP Conference on Travel Information: Making Technology work for Traveller's Information

17-19 September 2003 - Göteborg, Sweden  
[www.uitp.com](http://www.uitp.com)



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