

editorial

Towards a new energy era?

The price of crude oil has been increasing regularly but drastically for the last 3 years, reaching recently three times its 2002 value.

Even if the price raise perception by end consumers is often underestimated because of the high level of taxation in European countries, the awareness of a major price increases in a long term perspective becomes widespread through decision makers and citizens.

Moreover, the Kyoto Protocol is about to be implemented in February. The introduction of CO₂ emission permits will increase indirectly the cost of fossil energy but will also increase the competitiveness of alternative sources and energy saving technologies.

This new deal is an opportunity to underline the key role of public transport in sustainable development, provided its optimal energy consumption, especially in comparison with private car use, often with single occupant vehicles...

Energy dependence and climate change are global issues, with a growing role played by new EU Member States and developing countries as China and India. Nevertheless, European cities, with their dense public transport networks, have to demonstrate the compatibility of economic activity, social equity and rational use of energy, which also implies positive impacts on environmental quality.

Jonathan Goldberg
Secretary General of EMTA

News from Europe

● New European Commissioner for Transport

The new commissioner for transport, Mr Jacques Barrot (France) is replacing Ms Loyola de Palacio.

Hearings of new commissioners by European MEP's took place on September 29th in order to receive Parliament approval, initially expected on October 27th but postponed to November 18th. Mr Barrot exposed his priorities for the next five years:

> Take strong and credible measures on sustainable development: the aim is to reflect the resulting social cost of transport, through a framework allowing a smart charging for the use of infrastructure.

> Reinforce the rights of passengers, in order to consider them more customers rather than captive users. This priority can be considered for to all modes of transport. Regarding air transport, for instance the aim is to let passengers know in advance which company they fly. For rail transport, this objective is part of the "third railway package", proposed recently by the commission and which has now to be considered by the Parliament and the Council. The framework would apply to international rail passengers, establishing minimum standards for information before and during their journey, determining the rules to be followed in case of delay, treatment of complaints and assistance for individuals with reduced mobility.

> Develop a global approach on transport safety and security. Progress made on maritime and air transport will be extended to other forms of transport. For rail transport, it is also a proposal included in the third rail package, defining the skills and responsibilities in terms of training, assessment and recognition of qualifications of locomotive drivers and train crew responsible for safety aspects.

> Build a pan-European infrastructure Network: 30 projects concerning high speed or standard railways axis, rail freight axis, motorways axis, inland waterways and motorways of the sea, have been identified in 2004, representing an investment cost of €225bn. EU commission proposed a €20 bn funding in the financial perspectives 2007-2013. Mr Barrot pointed out that Promotion of Public Private Partnership was an interesting way to succeed in funding these projects.

> Develop the external component of transport policy: according to Mr Barrot, the European Union must become a full member of various international organisations, among which the International Maritime Organisation and the International Civil Aviation Organisation. Relations with non-EU countries have also to be reinforced, especially in the field of air transport.

www.europa.eu.int/comm/index_en.htm

www.europarl.eu.int/hearings/commission/2004_comm/default_en.htm

● The Council of Ministers welcomes the Commission's strategy on urban environment

During the Council Meeting on October 14th, European Ministers of Environment adopted several conclusions on the strategy proposed by the Commission (see *EMTA News n°16*). The Council supports the four priority themes (management, transport, construction and urban design), stresses the need to address also strategic environmental issues to reduce cities' impact on environment. As the strategy should contribute to the reduction of air and noise pollution, Community level has to focus on source-related measures, in particular for transport. Considering further developments the Council draws attention on the principle of subsidiarity and the diversity of European urban areas.

During this meeting, the Council also reaffirmed its willingness to continue combating climate change under the Convention and its Kyoto Protocol and discussed several items related to sustainable road transport such as NOx emissions standards, noise standards for tyres and EU strategy to encourage more energy-efficient cars.

www.eu2004.nl

● New BEI funding agreement for urban transport in France

European Investment Bank, French Ministry of State for Transport and Caisse d'Epargne Group signed on September 23rd a protocol on public transport funding. This protocol, marking the installation of the Sustainable Urban Transport Program, consists in a €500 mio funding, intermediated by Caisse d'Epargne Group and dedicated to exclusive lanes projects about to be completed within 3-4 years. Current ongoing projects total costs are estimated to €7bn for France (Paris Ile-de-France region excluded). This type of funding will allow borrowers to finance the work and to match loan payment dates with increasing patronage on the services opened. The maximum term of loan is 40 years.

www.bei.org/news/

● European Union Sustainable Development Strategy to be updated

In June 2001, the European Council at Göteborg discussed a strategy for Sustainable Development proposed by the European Commission: "A sustainable Europe for a better world: A European strategy for Sustainable Development". This strategy proposed measures to deal with important threats to our well being, such as climate change, poverty, and emerging health risks, which had been identified in a consultation paper in March 2001. In order to update this strategy, a public consultation took place this summer in order to evaluate the work achieved in various fields, among which transport and mobility, and to propose new actions to involve citizen and decision makers, to build on science and technology and to make EU policy more efficient. This consultation finished on October 31st and received 800 responses. A short statistical analysis is already available and the complete results will serve as input to the Commission's review of the EU Sustainable Development Strategy.

www.europa.eu.int/comm/sustainable/

● Norway experiments competition in national rail services

In April 2004, Norwegian Ministry of Transport opened to competition a 123 km rail service linking Oslo, the capital city to Gjøvik. This profitable route carries 1.4 million passengers per year. The objectives of the government are to increase quality of service, to develop a

more cost effective rail services and to increase the use of public transport. Over the four last years, public money spent in public transport increased by 30% without equivalent increase in quality of service. The National Transport Plan proposes stable grants to public transport for the next ten years. Introduction of competition should lead to a better service within this financial framework. Competition is planned to be introduced by packages. The second package will include the Bergen line and the Sørland line which are longer routes. The short list of bidders includes First (UK), Arriva (UK), Keolis (France), Connex (France), DSB (Danish railways) and NSB (Norwegian railways). The operator is expected to be designed in January 2005.

www.odin.dep.no/sd/norsk/bane/konkurranse/

● First track for "LGV Est"

On 19th October, the first track of the new East-European high speed line has been laid in France. This new track measures 300 kilometers and commercial trains will run at 320 km/h. However, the track design is compatible with a maximum commercial speed of 350 km/h. With 1200 meters laid every day, the line will be ready for operations in 2007. By this time, Strasbourg will be 2h20 away from Paris, Luxembourg 2h15, Frankfurt 3h45. The investment costs amount to €3.2 bn (1997 value) co-funded by SNCF (national railway company), RFF (rail infrastructure company), the European Union, Grand Duchy of Luxembourg, French State, 4 regions, 8 counties (départements), but also 5 districts and municipalities. A second

part of the project consists in 106 more kilometers for the high speed track. Works should start before 2010 for this second stage.

www.lgv-est.com/

● Towards integration of electronic ticketing in the Netherlands

Five main Dutch operators are undertaking a huge e-ticketing integration project. To achieve this goal, the national Railway company (NS), local urban transport operators GVB for Amsterdam, HTM for the Hague and RET for Rotterdam and the national bus company Connexion have established a company called TLS (Trans Link Systems) that is commissioned to initiate e-payment in buses, trams, metro cars and trains in The Netherlands. This new system will offer the customer a unique means of payment for all forms of public transport, allowing smoother and quicker transactions for all passengers (dwellers, tourists, foreign business travellers...) and all type of journeys: daily, incidental, reduced rate, travel with bicycle...

Through a tender procedure which started in 2002, TLS has selected the consortium "East-West" in 2003 to design and implement the e-ticketing system.

First uses of the system will take place in 2005 and could be implemented nation-wide if successful in 2006/2007. This new ticketing system would provide advantages (convenience, swiftness and safety) to 7 million dailytravellers that make up 90% of Dutch public transport users.

www.translink.nl

News from the cities

ROME third metro line on the tracks

Rome has 2 projects of metro lines (C and D). The line C project consists in a 39 kilometers line with 42 stops, linking the north west (Tor di Quinto-Vigna Clara) and the south west (University Compendorio di Tor Vergata) and also serving the historical city center. The first section of this line is about to be fully approved. The project which is 25 kilometers long and serves 30 stops, is planned to be in service in 2010 for a total investment cost of €2.900bn. Italian State will cover 70% of the cost for the first phase, the remaining costs will be borne by Lazio region and Rome municipality.

The trains will carry 1200 people of which 250 seated. The automation will lead to high commercial speed of 30 km/h combined with an excellent regularity, and a high frequency with a minimal interval of 90s, providing capacity of 40.000 passengers per hour.

Rome is also preparing to host next UITP congress in June (*see agenda*), providing an excellent opportunity to present the various initiatives in public transport and urban mobility: trolleys using batteries in historical protected zone, central area with restricted access and electronic monitoring, biggest European fleet of electric buses...

www.comune.roma.it/dipVII/traspub/
www.uitp.com/rome2005/

GREECE steps up in public transport

> After the success of Olympics, Greek national government announced further extensions of Athens' metro and the beginning of works for Thessaloniki's metro. Athens' metro is a 135 km network serving 45 stations, recently extended thanks to the games, which will grow by 23

kilometers - 12 stations by 2009 and by 20,8 more kilometers (16 more stations) by 2012. Government also announced on November 1st various measures to improve public transport and mobility in the metropolitan area:

- creating a €1 integrated ticket valid for 90 minutes on all networks and €0,70 ticket valid for 90 minutes on bus, trolley-bus and tram networks
- implementing traffic light priority for the tramway
- increasing the bus fleet size by 25% reaching 2,500 vehicles
- re-introducing 4,000 paying car places in city center and 2,000 for motorcycles

> Thessaloniki's metro first line consists in a 9.5 kilometer line serving 14 stations. The cost of this project is about €1bn. This long-term work started 10 years ago and has been postponed in 2003.

The works should start in July 2005 and are expected to last six years.

www.oasa.gr • www.oasth.gr

Transport for LONDON evaluates impacts of Jubilee Line Extension (JLE)

The findings are described in a report prepared by the Transport Studies Group of the University of Westminster for TfL and the Department for Transport.

The JLE has been initiated in order to improve the accessibility of the Docklands area and to overcome the capacity limits of the Docklands Light Railway (DLR). The line provides interchange facilities with all other Underground lines, the DLR and the national railway system. 24 trains of 6 carriages are scheduled in the peak hour (eastbound) providing capacity of 11.500 passengers per hour. In the future, with the ongoing development

of the Isle of Dogs, 6 more trains per hour with a seventh carriage could be scheduled, leading to a 46% increase of the capacity. The main findings in the report demonstrate that the JLE has delivered substantial benefits to London, both locally and regionally, including:

- Helping to maintain London's predominant financial position, by allowing further development of Canary Wharf (providing additional high quality, lower cost, internationally competitive office space);
- Enabling new development equating to some 45,800 jobs at Canary Wharf;
- Adding 1 million people within 60 minutes commuting distance of a typical JLE station;
- Saving at least 14.4 million hours in travel time in its first full year of operation.
- Increasing the proportion of commuters travelling to work by Underground in the Corridor.

www.tfl.gov.uk/tfl/about/report-library/jle/extensions.shtml

MANCHESTER supports its Metrolink Project

In July, the British Secretary of State for Transport announced that funding for a three-line expansion of Greater Manchester's light rail network, Metrolink, was "not approved" due to rising costs.

A major lobbying campaign was launched to get this decision reversed backed by Greater Manchester MPs and councillors, the business community, local people and the media.

In September, over 41,500 pledges of support were presented to the British Prime Minister at 10 Downing Street and this was followed by a mass lobby of Parliament in November.

A working party has been established to

look at detailed revised proposals for expanding Metrolink. The group is chaired by the UK Transport Minister and includes representatives from Greater Manchester Passenger Transport Authority and Executive, the Department for Transport and a Greater Manchester MP. It is hoped that a decision could be made before the end of the year.
www.gmpte.com

Public transport and car sharing synergies in GENEVA

The public transport operating company in Geneva has found an innovative solution for a better use of its fleet: off peak hours, light vehicles are made available to customers of Mobility, a car sharing company independent from public transport operators, offering 24h services in the whole country. Fares agreements had been proposed in order to develop synergies between use of public transport and car sharing. Even if vehicles characteristics don't exactly fit with Mobility requirements, mixed usage will provide a larger fleet for car sharing users and allow a more flexible fleet for public transport.

Geneva also purchased five buses with a double articulation also called "Megabus". They are offering an extra 35% capacity of 150 passengers (vs. 110 for articulated

buses). This vehicle has 5 double doors and is 24.8 meters long.

www.etat-ge.ch/otc

Light rail works have started in NICE

Nice has been for a long time the largest French city without metro or light rail infrastructure, since the end of its tramway, sixty years ago. A tramway scheme has been designed and the main road works started in September. The scheme consists of three lines. The first line serves mainly the city itself, providing new transport facilities to more than one third of its inhabitants. This 8.7 kilometres route will be in service in 2006, with a 4.5 km extension planned for 2010. The second line is a 16 km project planned for 2010. However, huge traffic congestion requires short term solutions and an exclusive bus lane will be built on a first 9.9 kilometres section by 2005. The third line is a 6 km long term project planned for 2015.

The cost of this project amounts to €333 million for the first section of line 1 and the exclusive bus lane for line 2, funded by the central government (about 15%), the regional council, the département (8-10% each) and the main part by the municipality.

www.tramway-nice.org

Agenda

- **8th Europe rail's executive summit**
26-27 January 2005 - Berlin, Germany
www.rail-world.com
- **International forum for urban decision makers**
Global City forum
6-8 March 2005 - Cannes, France
www.globalcityforum.com
- **Mobility & city transport exhibition**
56th UITP Congress
5-9th June 2005 - Rome, Italy
www.uitp.com/rome2005
- **15th EMTA General meeting**
21-22 April 2005 - Amsterdam, the Netherlands
www.emta.com
- **2nd UITP International conference supported by ECMT**
Financing public transport
16-18 February 2005 - Barcelona, Spain
www.uitp.com/barcelona2005

News from companies

● Rail reform in Belgium on January 2005

SNCB, the Belgian national rail company is about to be split on January 1st 2005 in order to comply with the European Directive 2001/12/CE (first rail package). The new structure which has been approved by the federal government in March will be constituted by SNCB-Holding which will own both Infrabel, in charge of rail infrastructure, and SNCB, the operating company. All these companies will have a public status and self governing boards. All 38,000 employees will be depending from the holding, but will work directly for Infrabel (14,000 people) and SNCB (20,000 people).

Investment in rail transport in Belgium will be €1.6bn per year for 2004-2007 period, with an objective of 25% raise in patronage and consolidation of modal share for freight activities. The investment in rolling stock, stations, safety and security, information, rail infrastructure and high speed tracks will be funded by the federal government.

www.sncb.be

● Arriva expands in Germany and in Denmark

The British transport services company announced in September the 100% acquisition of Wulff Bus A/S for £10.3 million (€15.5 million). Wulff operates city and regional bus services in Jutland. (continental part of the country). Arriva, which also operates two rail franchises, has currently a 33% market share in the Jutland and a 40% market share in the Greater Copenhagen Area.

Arriva also announced in September the purchasing of 77% of Regentalbahn (RBG) a regional railway company in Bavaria. RBG operates rail services on a 600km long network, in connection with Czech Republic and Switzerland. With 80 trains, RBG traffic reaches 11 million train kilometers.

The Land of Bavaria, owner of the network infrastructure, has decided to transfer the property of the rolling stock through a tendering procedure. Arriva won this bid representing €63 million. However, the Land of Bavaria imposed to keep the structure of

the company until 2010.

Arriva had a turnover of €2.6 bn in 2003 and its operating profit on international activities shot up by 41% during the first semester of 2004.

www.arriva.co.uk

● Towards a new organisation for Austrian national railway company

ÖBB is about to be converted in a holding, that will head up four independent operating Anonymous Companies in charge of the following activities: passengers transport, freight transport, traffic management, network building and upgrading. One objective pursued by this major reform is to bring public subsidies at a level of €4.1bn by 2010: they amount to €4.4 bn currently and are expected to reach €5.1 bn in 2010 without reform. The reform will allow high levels of investments in the infrastructure with more than €1bn per year.

www.bmvit.gv.at

News from other continents

● Beijing aims at gold medal in public transport

Beijing, host city of the next Olympic Games is reshaping its transports in order to contain car traffic expansion and to reach a very high ranking in the international competition. The number of cars (about 2 million today) is expected to near double by 2008. At the same pace, modal share of public transport and bicycle is threatened with fall-off. The offer in road connections is very large, with five concentric rings, a sixth under construction and a seventh planned, and conversely, the offer in public transport is rather poor: the bus services hardly cope with the strong demand and with traffic congestion and there are only three metro lines measuring about 100 kilometers in this 15 million inhabitants city.

The target for 2008 is to build 148 kilometers of new rail transport: 3 subway lines (measuring 30, 32 and 27 kilometers), a 6km Olympic line to serve events venues, a urban light rail and an express rail connection between Dongzhimen and Beijing Capital International Airport. Journeys made by public transport are then expected to reach 10% of the trips.

Beijing has to invest €1bn per year to succeed in these projects, but further than Olympics, the capital city will meet huge mobility issues in the coming decades.

www.beijing-2008.org

Focus

Transport Authorities in Spain : New organisations for new challenges

Spain has recently witnessed an important development of Public Transport Authorities. After Madrid in 1986, main cities created such bodies and during the last few years, several metropolitan areas have followed suit. Here are some interesting facts and key achievements.

The recent history of Spain, in particular the constitution approved on December 6th 1978, can explain the huge importance of territorial autonomy with less importance and responsibilities devoted to central government and to municipalities. As a result, the co-ordination among neighbouring municipalities hadn't been strong enough to tackle mobility issues which inescapably occurred when cities have been sprawling with economic and social development.

Spain is a country where half of the 40 million citizen live in cities with more than 50,000 inhabitants. The law 7/1985 establishing the legal framework for local administration stipulates that these cities has to provide public transportation facilities. Considering metropolitan areas with more than 200,000 inhabitants, where public transportation become a complex issue in term of operating, financing one can notice less than 10 among 26 have set up a transport authority, generally called **ConSORCIOS**, responsible for financing and co-ordinating public transport systems. Moreover, these transport authorities are relatively young bodies compares to other European countries. The oldest one is Madrid created in 1986 followed by main cities of the country: Barcelona (1997), Bilbao (created 1975 for metro construction but has played a co-ordination and integration role only since 1997), Pamplona (1999), València (2000) and Sevilla (2001). During the most recent years, new transports authorities have been created, for example in the Andalusian cities of Málaga, Granada, Cádiz or in Balearic Islands.

As local context and regulatory framework can be very different among cities and provinces, **ConSORCIOS** in Spain have various shapes and roles, with however some common characteristics: they are all specialised in transport issues and thus don't have competencies in the field of land planning. As anywhere in Europe, the approach of transport in cities has recently shifted from a traffic issue towards global mobility issues. As a result the role of transport authorities is focused on intermodality promotion and fare integration. This also explains the complex structure of the **ConSORCIOS**, involving all local levels, dealing with public and private operators.

The main differences lie in the initial objectives of the **ConSORCIOS**:

> In Biscay, as the distance of daily trips increased at the same pace as car ownership,

as industrial activities were replaced by services, mobility became a huge issue in the 70's. The **ConSORCIO de Bizkaia** had been created in 1975 so as to build Bilbao metro network that is to say establishing better links among various territories. The role of the **ConSORCIO** was initially to fund and to manage the project and to operate the metro through a wholly owned company.

Two years after the inauguration which took place in 1995, the **ConSORCIO** started to manage and coordinate the whole transport system of the metropolitan area becoming a complete transport authority.

> The case of Madrid is quite at the opposite. The existing network, serving the capital city and surroundings had been declining since the mid 70's, due to the economic crisis but also urban sprawling and car ownership increase. In order to reverse the trend, the **ConSORCIO de Transportes de Madrid** had been created with law 5/1985, bringing together local institutions in order to increase the co-ordination among transport modes and different operating companies, to define the financial framework, to fund the transport system, to simplify the fare system and create an integrated image of the public transport. The responsibility for infrastructure planning has also been devoted to the **ConSORCIO**, but it was not the main objective.

> In the metropolitan area of Valencia, the creation of the authority (eTM) took place in 2000, nine years after the Valencia Metropolitan Transport Law was passed. A commission had been meanwhile responsible for co-ordinating the transport system in the metropolitan area, leading to a partial fare integration in 1996 in the central area for metro and bus. At the beginning of 2000, fare integration was extended to the rest of the area (61 municipalities). Fare integration has at this moment two tickets: a ten trip ticket (allowing transferring between modes) and a monthly card. eTM is also involved in taxi-related issues, controlling these services and also taking measures to improve their efficiency.

Main achievements and challenges for the future :

Twenty years after their introduction in Spain, transport authorities led to significantly improvements in public transport use but have still tremendous challenges to face:

> In Madrid, the demand for public transport had decreased by 20% during the decade before the creation of CTM, **ConSORCIO de Transportes de Madrid**. 15 years after, the demand had raised by nearly 60%, thanks to modal and fare integration and new infrastructures. Next issues to be tackle by CTM are implementation of contactless ticket, extension of real time information to the whole network, improvement of mobility measurement for a better planification of infrastructures and services.

> In Barcelona, the creation of the transport authority, named **Autoritat del Transport Metropolità**, achieved the fare integration in 2001, the approval of 2001-2010 infrastructure master plan, wrote a mid-term service plan and secured the funding from central government and from other administrations. A tram scheme has also been planned and began to be built in 2001. It has been opened in 2004. As a result, the number of yearly trips has been growing by about 5% yearly since the fare integration. One of the main challenges for the future is the use of new technologies in order to improve customers' information and real time management of bus fleet, regardless of the operating company. The validation process jointly with the geographical information system will also allow better planification of services for customers.

> In other cities, fare integration has been a major achievement for new transport authorities. One of the main challenges for the future is to integrate rail services "Cercanías Renfe" in the fare integration scheme, which is already the case for the two main cities, Madrid and Barcelona. Network extensions, quality of service and electronic ticketing are also, as one can imagine, tremendous challenges for all these authorities.



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