

***Vice-President of the European Commission Commissioner for Transport Siim Kallas addressing EMTA members during the gala dinner of September 17 2012 in the city of Berlin.***

Ladies and gentlemen,

It is a pleasure for me to speak at the European Metropolitan Transport Authorities association's General Meeting during the INNOTRANS Fair

As Europeans, we have one of the best transport systems in the world. But we also know that there is a great deal of work to do to make that system fit for the future.

We have to make better use of infrastructure, remove bottlenecks across the wider network, and provide transport users with seamless and accessible mobility and services. At the same time, we are acutely aware of the need to reduce transport's impact on our health, and on the environment and climate.

And we know that we need to pay particular attention to the urban dimension of transport – because our success in meeting the challenges before us will to a large extent be decided in our towns and cities. And it is with this in mind that our transport strategy has the goal of phasing out conventionally fuelled vehicles in urban areas by 2050.

Obviously, public transport needs to gain in importance and needs to become cleaner to achieve this goal. In Stockholm, conventional diesel-fuelled city buses have been replaced by clean vehicles that run on biogas and ethanol. By the end of this year, the city will be fully serviced by clean buses with 800 bioethanol and 270 biogas buses running on a daily basis. Stockholm also has a comprehensive infrastructure for alternative fuels and local biogas production facilities that supply much of this fuel.

Ladies and gentlemen: I have been asked whether our goal of phasing out conventionally fuelled vehicles in urban areas by 2050 is realistic. Well, if Stockholm and others can phase out this kind of city bus by 2012, it shows what is possible with the necessary commitment. So I firmly believe that it is possible to achieve the transition to a modern and sustainable transport system.

But if we are to meet our goals for 2050, it is vital that we step up the pace and take concerted action on all levels: EU, nationally, regionally and locally. And you as public transport providers in metropolitan areas have to play a crucial role.

For instance, the **CIVITAS programme and the initiatives which have been launched under the Action Plan on urban mobility of 2008** have played a crucial role in forming our policy. But we also need to hear the views of all the parties concerned to make sure that our policies correspond to their needs and expectations.

Ten years of CIVITAS have demonstrated that we can really achieve a transition to sustainability in urban mobility and transport when local efforts are supported by EU action.

But let us come back to reality: What we have achieved so far, while encouraging, is not enough.

Many cities suffer from severe traffic congestion, which creates bottlenecks along the main arteries of the trans-European transport network and has a knock-on effect on long-distance and cross-border traffic.

Many cities are also struggling to improve their poor air quality, which has a serious negative impact on citizens' health. European towns and cities have a key role to play in our efforts to mitigate the effects of climate change by reducing greenhouse gas emissions produced by transport.

Another important issue is road safety: in spite of considerable progress in the past, some 30,000 people are killed on our roads every year. This is not acceptable. It has to be one of our priorities to reduce that number further. Accidents on urban roads account for some 40% of the fatalities in road accidents.

So change is clearly needed - and Europe's cities must be at the forefront of that change. With their high population densities and high share of short-distance trips, cities are uniquely placed to pave the way for new transport services and technologies.

And, if we seize the moment, we can make sure that European companies become early leaders in a market that offers great potential for future growth and employment - innovative solutions for cleaner and more sustainable mobility.



*Vice-President of the European Commission and Commissioner for Transport Mr Siim Kallas*

**Our success will depend on many factors:**

**Research and innovation is key.** Ultra-clean and silent buses would improve the image of public transport. Clean, quiet service and delivery vehicles would raise the quality of city life. Through research funding we have been able to finance demonstration projects in the urban context with very positive feedback. Further actions are needed. This year, the Commission will be supporting electromobility demonstration projects for urban freight, and for city buses in 2013.

**A recent initiative of the Commission in this area is a strategy paper on "Research and innovation for Europe's future mobility that was adopted on 13 September 2012 and it will be presented this week.**

The Strategy summarises the achievements of the European transport sector in research and innovation, outlines remaining issues and presents ideas for better serving the needs of European citizens and businesses. The Commission wants to facilitate coordination of public and private research and innovation efforts across Europe. Addressing the challenge of deploying innovative transport solutions is of particular interest.

Another good example is the Smart Cities and Communities Partnership, which Vice-President Kroes, Commissioner Oettinger, and I have launched together this July. This Partnership will help research-driven companies in the sectors information and communication, energy, and transport work more closely together in developing truly integrated system solutions for the urban area.

The proposed projects should demonstrate the cost-effective performance of technology combinations not quite ready to be commercialised. The aim is to produce commercial-scale results and help companies which find it too risky to move towards quick deployment of innovative technologies. And this is despite the potential cost savings and longer-term emissions reductions of schemes which cover a range of public city services.

We also have to avoid fragmentation among our cities and ensure concerted action for large-scale deployment of alternative fuels throughout Europe. Isolated actions have been successful; we now need to make them successful EU stories. The Commission therefore will shortly launch a Clean Power for Transport Initiative. This initiative should provide policy and legislative tools to promote innovative transport solutions such as electromobility in the urban context. One objective will be for instance the gradual build-up of charging and refuelling infrastructure so as to ensure the EU-wide free circulation of vehicles, vessels and aircraft powered by alternative fuels.



From left: Secretary of state of Brandenburg, Rainer Bretschneider, Commissioner for Transport Siim Kallas, EMTA President Hans-Werner Franz

#### **But there is more to say on infrastructure.**

- > On 19 October 2011, the Commission issued two legislative proposals: a proposed review of the **TEN-T guidelines, and a proposed regulation establishing a "Connecting Europe Facility"**. This financial instrument will invest €31.7 billion to upgrade Europe's transport infrastructure, build missing links and remove bottlenecks over the period 2013-2010.
- > One of the key innovations concerns urban nodes. Urban nodes play a key role in shaping the core network – the

strategically most important part of the TEN-T to be implemented as a priority by 2030. A specific article has been introduced in the TEN-T Guidelines' proposal. With this, the relevant actors are for the first time explicitly called upon by European legislation to take the relevant measures.

- > A competitive and performing urban public transport sector needs a well-functioning regulatory framework. The Regulation **on public service obligations** and its implementation foster the creation of an Internal Market for public transport services. In order to fulfil this role the provisions of the Regulation need to be implemented in a coherent manner.
- > An international stakeholders' consultation and the work shop held in November 2011 concluded that the PSO Regulation constitutes an appropriate legal framework and can be considered beneficial to the performance of the public transport sector. However, the Commission received a mandate to provide guidance to the sector on the interpretation of a number of provisions of this Regulation to ensure their coherent application.
- > The Commission is therefore about to establish a guidance document in form of an interpretative Communication. Although not legally binding, it will provide some legal certainty to market actors in the definition of Public Service Obligations and contracts, their award to operators and the way to calculate compensation of Public Service Obligations.

But I do not want to stop before mentioning the **Green eMotion** project builds on the results of numerous national and European electromobility projects and combines them into one European initiative. As a demonstration project, Green eMotion shows how electromobility can function across Europe, thus helping to prepare the mass market for electric vehicles.

Ladies and gentlemen,

We have made significant progress in working together on urban mobility issues. Five years ago, when the Commission presented its Green Paper "Towards a New Culture for Urban Mobility", the question was often asked: "Is there a role to play for the EU in the field of urban mobility"?

But we now have a constructive debate about *what* should be done and *how*. We have agreed that decisive action and effort at local level is crucial for meeting the key objectives of EU transport policy, and that targeted EU intervention will be a powerful catalyst for that effort.

This has helped us define the important urban dimension in our EU transport policy. But we are now standing at an important crossroads.

This is why I have decided to present an "urban mobility package" in the middle of next year. This will deliver on some of the key urban transport initiatives which were outlined in last year's Transport White Paper.

**It is clear the public transport has to play a key role in modernising transport in our cities. I therefore appeal to you to team up with the Commission in the effort to reach this goal.**

Thank you for your attention.

# News from the cities

## ● Warsaw (ZTM) just completed the “New culture for Mobility” project

The project is called “A New Culture of Mobility in Warsaw”. The undertaking, being a part of the Leonardo da Vinci programme, is a direct continuation of the 'New Quality of Service – Young ZTM Workers Encouraged to Change the public transport' project which was realized in cooperation with the Berlin partner operator company BVG. It is worth mentioning that the project gained the status of “best practice”.

The main goal of “A New Culture of Mobility in Warsaw” project was to acquire knowledge and skills concerning the organization of public transport and the way it works. In other words, *the project is aimed at the improvement of our services by preparing a group of experts to manage Warsaw public transport in accordance with European standards*, says Halina Rakowska, Coordinator of European Affairs by ZTM.

**12 ZTM workers accomplished a monthly work internship** in Turin and Vienna. They got familiar with good practices at the biggest Austrian transport enterprise Wiener Linien and at the Italian Agenzia Mobilita Metropolitana de Torino.

**The passengers' needs were particularly stressed.** Our focus is the passenger and the solutions implemented in Warsaw are aimed at improving the service quality – says Halina Rakowska. Our partners' experience in organizing mass events was also considered as a prevailing argument supporting the decision to invite the partners to the project.



Among the main issues developed during the training:

- 1 Planning of sustainable public transport;
- 2 Development and integration of various public transport systems;
- 3 Promotion of alternative methods such as commuting by bike and waterways;
- 4 Organization of public transport during mass events such as European Football Championships;
- 5 Planning new transport lines;
- 6 Accessibility (new solutions) of transport systems to disabled passengers;
- 7 Culture change in public transport (focusing on passengers' needs);
- 8 Public Transport service quality;
- 9 Eco-program – environment protection – methods and modern solutions;
- 10 Public transport funding – alternative ways of financing;

- 11 Raising of effectiveness of the public transport system by traffic management, video surveillance and coordination of services;
- 12 Tariff systems;
- 13 Systems of ticket sales and ticket inspections.

The project was co-financed from the EU funds as a part of the Leonardo da Vinci programme with the total amount of €29, 335.22.

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## ● STIF leading innovation in Ile de France public transport

As the integrated public transport authority competent for all modes of transport within the Ile-de-France Region, the STIF has drawn up and released a specific document focusing on the innovations that have been developed in the region recently.

Indeed, a series of innovative services have been designed and implemented over the last months. They include:

- > a new way to travel by bus “**T Zen**” that combines quality of service, comfort and design;



- > a brand new travel planner “**Vianavigo**” as the reference site for public transport in Ile-de-France;
- > the urban renewal of the Île-de-France region through **eight tramway lines** due to be in service by 2015;
- > the “**Navigo Card**” that simplifies travel in Ile-de-France;
- > the modernising of **Ile-de-France stations** to improve connections between the different means of transport;
- > “**Véligo**” parking spots to support the daily use of bikes;
- > revised and more coherent **Ile-de-France maps** showing the services on offer from 74 transport companies in the region;
- > the testing of several models of **hybrid buses** in Ile-de-France in concert with the RATP;
- > the extensive **train and RER rolling stock renovation and purchase program** since 2006 to improve quality of service and passenger comfort;
- > the testing of **NFC technology** in public transport along with Véolia Transdev;
- > the future creation of three new public transport routes on the Seine river;
- > the adoption of a **Charter for a sustainable territory** within the framework of the extension of metro line 11;
- > and last but not least the development of the “**Grand Paris Express**” project, tomorrow's metro that will make travelling easier between Ile-de-France suburbs.

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For more information about the STIF: [www.stif.info](http://www.stif.info)

- **Berlin: New passenger information services via third-party cooperation - A status overview -**

Our society is becoming increasingly mobile and those who travel a lot want to keep well informed. This is particularly true in urban regions where the private car is gradually declining in importance. Nevertheless: the private car still suggests the much praised individual self-determination, while users of the local public transport service (PT), on the other hand, have sometimes the feeling of both less flexibility and more dependency. It is, however, possible to further improve the situation in favour of the PT by providing passengers with information, which will make them feel that they are in good hands. In this regard, the VBB has already achieved a great deal. In today's highly differentiated world of technology, the VBB is unfortunately not able to serve all the operating systems or target groups by itself. Alternative ways of providing information have to be sought: in those areas where the VBB cannot itself be active, the answer may lie in cooperation with third-parties. In order to further increase the quality of information to passengers in this regard and – as a result – the acceptance of local public transport both as a transportation option and sensible alternative to the car, this represents a good approach.

The current VBB cooperation for the purpose of better passenger information contains two main elements: firstly external software developers are directly able to access the VBB-Fahrinfo (time-table information system) via an interface (API), and secondly, the VBB is participating in the OpenData Initiative launched by the Federal State of Berlin.

**External interface to VBB-Fahrinfo (API)**

Since the middle of 2010, the VBB has provided an interface (the so-called Application Programming Interface - API) for external software developers, enabling the direct online integration of the State's timetable information system VBB-Fahrinfo (fahrinfo.VBB.de) into their own services and applications. By this means, a user accessing such an application developed by third-parties will obtain exactly the same connection information as he would do by accessing a VBB service directly. The advantage here is that the developers are free to concentrate on the target-group specific implementation of the application, without having to worry about missing any updates in the timetables. The API enables them at all times to access the current connections for the whole of Berlin and Brandenburg.



The demand for access to the VBB API is constantly increasing and this is indeed confirmation that the right decision was made by VBB. The VBB API access is initially provided on a test basis to allow developers to test and implement their projects undisturbed in a protected environment, be they for end user services, university projects or for trying out on a "just because" basis (more information at: VBB.de/labs). Once the applications are

working stable, they are placed in the status - "productive". Perhaps the most famous "productive" customer is NOKIA, who has integrated the VBB-Fahrinfo into its "Bus&Bahn" app (already preinstalled in new equipment).

Other forms of cooperation, supported by the VBB with the VBB Fahrinfo API access, go a step further in the direction of multi-modal information services. For example, users of the Daimler AG "moovel" Mobility Platform can decide by themselves how they would like to travel from A to B. Depending on the route, the customer receives various offers, enabling him to select from PT, car-sharing, taxi and ridesharing (or combine them) – according to whether he would like to travel by the cheapest, quickest or most environmentally friendly option. This service was started on 29th October 2012 as the 2nd pilot project in Berlin (following the Stuttgart project) with the PT information coming directly from the VBB via its API.



Screenshots of the DAIMLER AG "moovel" Mobility Platform

By means of these and other forms of cooperation, it is possible to create more information channels, in which PT information is available, than the VBB could achieve on its own. This, in turn, can result in creating a positive image for local public transport.

**Federal State of Berlin OpenData Initiative**

Using PT information a whole lot more is possible than just the timetable information service, because it can be combined with other (added value) services, such as information on housings or doctor's practices reachable by public transport. In such cases, providing connection information via API is not always sufficient.



Source: Stefan Wehrmeyer (www.mapnificent.com)

In order to make correspondingly more complex (added value) applications possible, it is necessary to have readily accessible and machine-readable transport data (packages) going beyond the API. The intention – as required as part of "OpenData" – is to make this data available to everybody free of charge in a simple manner.

Berlin is a pioneer in the provision of such open data – an OpenData Initiative has been founded here, which includes crucial support from the Senate Administration for Economics,

Technology and Research (SenWTF). As part of the "ServiceStadt Berlin 2016" project, the Federal Secretary Committee for Modernisation of Administration has launched the project "Von der öffentlichen zur offenen Verwaltung" (From public to open administration) and specified that administrations and provincial offices are to make their diverse data available on an active basis. This also includes information on the PT. In order to comply with this, the SenWTF together with Berlin Online Stadtportal GmbH has launched a Data Platform ([www.daten.berlin.de](http://www.daten.berlin.de)), in which various official data is to be freely available for the purpose of being integrated into meaningful services. This form of data retrieval will open up a wide range of possibilities. The VBB is also contributing to the Data Platform by making its timetable data available in GTFS format.

Moreover, in collaboration with the SenWTF, Berlin Online Stadtportal GmbH and the Open Knowledge Foundation (OKF), the VBB presented an Entwicklertag (Developers' Open Day) at the end of November, at which customer-oriented local public transport issues were raised and discussed with creative and committed programmers, web designers and OpenData enthusiasts. As a result, ideas were created for new, innovative services for local people and tourists in the form of mobile and web-based applications.

More information on the Entwicklertag is available at: [www.appsandthecity.net](http://www.appsandthecity.net)

### ● Sheffield Bus Partnership

Transport bosses in the UK have launched a ground breaking agreement under the Sheffield Bus Partnership that has seen many passengers in the city paying lower fares for their journeys, and travelling around more easily.

The agreement is a voluntary partnership that brings together South Yorkshire Passenger Transport Executive (SYPT), Sheffield City Council, and operators First South Yorkshire, Stagecoach Sheffield, TM Travel and Sheffield Community Transport. The partners believe that by working together they can make the network more simple, flexible and convenient.

The innovative, city-wide partnership is the first of its kind, and has been put together with the overall aim of improving the bus network so the number of people using it increases.

## BUS AND TRAM TRAVEL IN SHEFFIELD IS NOW EASIER

SIMPLICITY

After gaining final approval from South Yorkshire Integrated Transport Authority (SYITA), the new network launched under the promotional positioning "Simplicity" on 28 October 2012, with new discounted multi-operator tickets that saw fares fall by as much as 23 per cent. Up to 35 per cent of customers stand to benefit from the new fares and range of new tickets.

This is the biggest change to buses in South Yorkshire since services were deregulated back in 1986 as part of the Transport Act 1985. This meant any bus operator could run whatever commercial services it wanted to, as long as it gave 56 days' notice for the introduction of any new services, the withdrawal of any services, or any timetable changes.

Critics argued that this resulted in congestion and duplication on some key routes, and reduced services in outlying areas, as well as competing timetables that were not aligned to the needs to the customer.

The Sheffield Bus Partnership tackles and find solutions for these issues by encouraging operators to work together to offer more attractive customer propositions, including more coordinated timetables.

The partnership carried out a public consultation on its proposals in June and July 2012, and used customer feedback to directly inform some service changes.

David Young, SYPT Director of Customer Experience, said: "This ground breaking agreement is a new start for buses in Sheffield, one that offers the potential to grow the number of people using buses by offering an improved network.

We have listened to our customers and altered our plans to ensure the travelling public's needs are best met. This is the Sheffield people's bus network, designed in consultation with them, for them. We hope it will persuade more people to make the switch from card to buses.

"This pioneering project paves the way for other transport authorities to use Sheffield Bus Partnership as a benchmark for network development".

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### ● New metropolitan public transport network in Prague: more flexible, less complicated and cheaper

The 1st September 2012 was a breakthrough for Prague's and the surroundings Public Transport System. A project prepared for several years that brought a lot of changes not only to Prague's citizens, but also to our organization ROPID, that planned these changes.



It all started about six years ago, with a study on the efficiency of the transport system. It appeared that while the overall system of buses, trams and subway was known and used by the population, some routes were over crowded while others were run at half seat capacity. Some parts of Prague were simply not connected in any reasonable way, and sometimes one had to use a car in order to get quickly from point A to point B. Some parts of subway and tram lines were literally bursting at the seams and intervals could not be shortened any more. Something had to be done. The plan for overall simplification and optimization was born. The success of some German cities in reconstructing their networks inspired the project.

## 2012 – the year of courage

2012 was the turning point : Prague had already enough low-entry buses, main tram tracks were reconstructed, bus-lanes were opened in the most critical places, the ratio of articulated buses had increased. The optimization and overall simplification of the tram and bus networks could thus be drawn and most important it met the support of Prague's establishment. The project was approved in June 2012. It was all about offering more and better to our passengers. In particular the border quarters of Prague that had become within the years places to live but also to work, entertain and go shopping, needed to be better connected. These new lines would come in exchange for other ones less occupied that had been designed decades ago never changed and not fitted any more to the emerging needs of the Prague citizens new lifestyle.

It was also about simplifying the network and make it usable by occasional passengers. The aim was to attract car drivers for example in helping them to read the network map for planning a trip : which mode, which line is going where ? We chose to reduce the number of bus lines and build a backbone network of buses called "metrobus" with short intervals guaranteed and weekend services.



## Nervosity before the premiere...

Changes were approved by the Prague Council about three weeks before the launching and gave way to a huge media campaign for information. Medias were even competing for the most exhaustive detailed information to the point that it brought some fears that the transport system wouldn't be ready in time. At least everybody knew changes were to occur!

The most important media channel was internet (specialized web presentation and facebook) because it is the one favored by a large majority of our passengers. For those without internet access, hundreds of thousands of leaflets were distributed in a variety of places including stations, public buildings and long distance trains.

## ... but the roll-out went well

On Monday, September 3rd, Prague woke up into a quiet morning, everything was working fine. All bus- and tram drivers arrived to work and almost no one got lost. Passengers were surprisingly disciplined and informed. Indeed even the most optimistic had not expected such a smooth course that lasted also in the following days. Of course some minor problems emerged that were rapidly solved but all in all it showed that the new configuration of lines did not affect the regularity in any significant way.

Among issues to solve, intervals had to be shortened, bus stop had to be moved or shelter had to be installed in other places. Some new lines, especially those

that had directly connected border quarters of the city, were quickly filled and had to be strengthened. Transport surveys are being made from the very first day of the changes so that we can check the setting of all parameters.

## What's next?

Monitoring keeps on going, so that final results and outcomes can be objectively evaluated after the whole system settles down, and passengers find their optimal connections. A large survey on passengers satisfaction will complete the evaluation. We hope this "transport revolution" will bring more customers and seize less tax-payers money as was the case in Hamburg or Munich. For the time being we have to fine-tune the system and withstand a wave of negative emotions that is inherently connected to any change of rooted habits "says Director Filip Drapal".

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## Agenda

- **URBACT Annual Conference**  
3-4 December 2012  
Copenhagen, Denmark  
[www.urbact.eu](http://www.urbact.eu)
- **INTERMODES 2013**  
6 February 2013  
Brussel, Belgium  
[www.intermodes.com](http://www.intermodes.com)
- **EMTA Spring General Assembly**  
18-19 April 2013  
Copenhagen, Denmark  
[www.emta.com](http://www.emta.com)



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