

# International Seminar on Public Transport Authorities

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## Opening

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**President of Consorcio Regional de Transportes de Madrid (CRTM)**

**Alain FLAUSCH**

**President of Union Internationale des Transports Publics (UITP)**

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**President of *European Metropolitan Transport Authorities* (EMTA)**

**José Ignacio ECHEVERRÍA**

Well, first of all, I would like to welcome you and to apologize since my speech should have been the last one but the council of Government in which I should take part has already begun so I have to leave really fast. I hope that you will forgive me for not being able to stay with you until the end of the session.

Thank you

Well, good morning to all of you: The UITP president, the EMTA president, the CRTM president, the dean of the engineer association who is represented by **Mr. Secretario** who is with us today, the Spanish public transport authorities, friends, in charge of public transport in other communities, who are friends and who we work with. I am happy to see you here.

First of all, as a member of the region government and as president of the Madrid community consortium, I would like to welcome you. I would like to apologize to all of you, even if I already did, because I will have to leave soon and will not be able to stay until the end of the session though I would have been very interested to stay with you here.

I would like to express my satisfaction that the seminar is taking place in our city, in Madrid, since in our community, the Madrid community, the public transport situation, its future and the part the Regional consortium should play is a question of major importance.

As you know, and as mentioned in the title of this seminar, this year, we celebrate the first 25 years of operation of the Madrid regional consortium. It has been a quarter of century that really transformed the mobility in the region, and for a good part, it has been the great success of the consortium. Until its creation, in our region, there was no entity able to organize, coordinate, to plan transport services that had developed in a self governing way under the authority of each administration, generating sometimes dysfunctions, doubled services, and consequently, a serie of inefficiencies that discouraged the public transport users themselves. The Regional Consortium filled this gap and step by step brought answers to all these needs: the integrated fare definition, the services coordination and infrastructures planning coordination were finally set up, something that today, seems natural to everyone, but that in Madrid has been the result of a great work, similar to the experience of other transport authorities.

It has not been a much recognized work, maybe by the citizens, who are for a good part unaware of the importance of the part played by the consortium, but are sensitive to the impulse given in terms of quality and integration of networks.

It is obviously not a coincidence that the change of trend in matter of public transport use in our community of Madrid would coincide with the creation of the consortium. Until 1986, the trend in matter of public transport use was clearly decreasing, and since then, it has been upward, with ups and downs linked to the economical situation. Today, half of the motorized trips in the Madrid region are public transport trips, one of the highest rate in Europe, and in the centre of the city where we currently are, the percentage is above 74%. Almost 65% of the passengers have a monthly or annual travelcard, and more than one million of Madrilenians and citizens of the metropolitan areas located in bordering regions have a nominative travelcard.

To sum up, the passenger loyalty to public transport and the fulfilment of the needs index are elevated which clearly shows that the consortium has been able to answer the needs and aspirations of citizens. This achievement has only been possible, to a great extent, thanks to the open and participative structure of our transport authority integrating in its decision board, all the administrations as well as the social and business sectors.

Indeed, in the Madrid transport Consortium Board are represented, in addition to the regional government, representatives of the State, of the various city councils, of the concessionary companies, of the labor union and of the consumers; this composition encourages dialogue, negotiations and a high level of consensus in most decisions.

In any case, all I have said until now is already history and the public transport managers, without turning the back on our past, we need above all, to look towards the future, a future which is full of challenges of all types, in particular the challenge to progress towards a full long term sustainability.

I would like to make it clear, that even if it is an important aspect, we must not make the error to considerate sustainability exclusively under the environmental aspect. Without a doubt, these kinds of considerations are essentials above all considering a scenario including restrictions of contaminant emissions and an energetic crisis, almost endemic, that lead us to bet on a transportation modes always cleaner and more efficient in terms energetic consumption.

As I say, these essentials questions affect the long term strategic planning, but remain in any case a part of the problem. We shall not neglect other major aspects such as: the social sustainability, and especially the economic and financial sustainability. This last aspect, in particular, has turned gradually into the most decisive challenge for our transport systems, at least in Spain. The subjects related to financing, but also to expenses efficiency will be essential goals in the next years.

One of the most urgent elements for transport authorities is to find a financing frame compatible with the introduction of efficiency criterions. I have no doubt that this and other questions will occur during the presentations and debates, and I can assure you that we are going to study carefully what is said since I am convinced that sharing our experiences and projects is really important to define strategies of the future with the best guarantees for success.

I already cannot stay longer. I can only reiterate my apologies for not being able to stay with you, wish you the best success for today. And I know that José Manuel Pradillo, our general director of the consortium is going to transmit us, all the discussions that are going to take place today, and I am convinced that all of us, at least in Madrid, will learn a lot from you all. Nothing more and thanks a lot.

### **Moderator**

Very well, so we are going to carry on.

It is the turn of Mr. Alain Flausch to speak and we are going on with this session of inauguration or opening.

Whenever you want.

## **Alain FLAUSCH**

*Good morning ladies, gentleman, colleagues being asked to participate in the opening of this seminar on the 25<sup>th</sup> anniversary of this seminar is a great privilege and honour for me, as president of the UITP, which is a kind of sister organisation, and more personally as an operator, trying daily to meet the expectations of my public transport authority. I thank those who extended the invitation to come here and join this seminar on the future of public transport in a city which everybody knows is a model for public transport.*

*It is both a personal pleasure and a great privilege for me to be here, because at UITP we as public transport authorities are convinced that combining the strengths of good public transport operators and ambitious public transport authorities is the only way for public transport to grow before our enemies, the car industry.*

*Some of you may know that our association claims to be playing five roles in public transport, and I just want to recall them. We think we can be the network for all the actors in the PT industry, we pretend we have a good knowledge centre for all expertise in terms of public transport, we are trying to be one of the best advocates for public transport, and we are trying to be a place for innovation, of business opportunity. This association, the UITP, has recently launched an ambitious strategy which is aimed at doubling the share of public transport in the coming 15 years. This strategy has been called 'PT Times Two.'*

*I will come back to this later, but at this point I just want to emphasise one thing. A big part, if not the major part, of this ambitious goal, shall only be reached in the same way, through transport authorities developing ambitious, integrated city policies in terms of urban planning, car restriction, mobility etc., and on those transport authorities dedicating more and more funds to the development of public transport. Without your support, in other words, and without an active and strongly dedicated push for public transport, our PT Times Two strategy will only remain an interesting but pointless strategic paper. You know the expression that you need two to tango, and that is true here.*

*Ladies and gentlemen, today's programme constitutes your vision for the future of public transport. I am convinced that at the end of today, we will be convinced that in a world where our voice is not strong enough we need to strengthen it jointly and develop a common view for making collective transport and other alternative mobility modes the new lifestyle of our fellow citizens. I wish you a very good day of work.*

Moderator

Very good, I totally agree with the UITP president speech. As a joke, maybe, we cannot double the number of passengers in public transport because there would be nobody left in the private transport since we already have 50%. But we naturally understand clearly the challenge and the aim, and of course it is sure that this subject is fundamental. The urban politics are essentials, because if things are done against the public transport on one side, and in favor of public transport on another side, then, in the end, the results will be almost neutral.

Well, to end the inauguration session, we will give the floor to Mr. Franz.

## **Hans-Werner FRANZ**

*I am pleased and honoured to be here today to participate in the 25<sup>th</sup> anniversary of the Madrid Public Transport Authority. It was born in 1986 with the aim of planning, defining and coordinating the whole transport system of the metropolitan area in terms of services, infrastructure, extensions, and integrated tariff policy with a view of presenting a single image of public transport. The Transport Authority had to face over the years the spectacular population growth of the metropolitan area, where the number of inhabitants went from 4.8 million in 1985 to 6.4 million in 2010, an increase of 33%.*

*The Transport Authority developed a remarkable strategy in order to respond to this challenge, with a success we can all measure today. Among the multiple achievements of the Transport Authority, I refer to three of them as being outstanding. The first is the metro extension plan which lasted from 2003 to 2007, and represented an extension of about 56 km, with 43 additional stations and around 23 km of light rail serving 36 new stations.*

*This is regarded as the most rapid extension of rail services ever, and many members recall, perhaps with some envy, the numerous inaugurations we were informed about during those years.*

*This plan from 2003 to 2007 was in fact the last of a series of three plans dating back to 1995, all three of which were successfully achieved. The second was the Madrid interchange plan, which was the result of the unification process between the intercity bus lines and the circular metro line. A quite unique interchange model has been created around the entrance to Madrid, with construction and improvement of interchange stations, in relation to the highways accessing the city and the circular metro line. This particular achievement was commended for outstanding innovation in public transport by the International Transport Forum in 2010, along with UITP. We can only extend our congratulations once again.*

*The third was the integrated control centre which coordinates information on infrastructure and services across all the modal networks composing the public transport network. It enables the transport authority to provide integrated and coordinated responses to the needs of passengers at all times.*

*These are only three of the remarkable achievements of the past 25 years, and they stand as inspiring examples for all transport authorities, not least from the financial point of view. The Madrid Public Transport Authority has developed quite extensive experience in public-private partnerships. The concession over the major interchange stations is 30 years for construction and operation and is covered by a tax on every passenger; this is a model to study.*

*The use of land value to finance around a third of the amount needed to fund the tramway line in eastern Madrid is an example to look at carefully. The Madrid Transport Authority has succeeded with energy and creativity in coping with the spectacular growth of the city's population and undeniably contributed to the economic development and social cohesion of its population. Further, its achievements stand as inspiring examples for the EMTA network. I will recall that Madrid was one of the founders of the EMTA association in the late 1990s, along with Paris, Ile de France, Berlin and Brussels, and we are proud to state that it still holds one of the two vice presidencies.*

*I am very pleased to be here today to participate in the celebration of such a successful transport policy. Madrid's achievements demonstrate once again that strong and capable transport authorities are the way forward to the sustainable mobility of our metropolitan areas for the future.*