



EMTA ADDRESSES MEMBERS OF PARLIAMENT

Key figures

Researchers agree that approximately 80% of the European citizens will live in urban areas by 2020.

Already, 94 million of them are served by the public transport systems planned and financed by the 31 metropolitan transport authorities grouped in EMTA.

The metropolitan areas surveyed in EMTA Barometer 2006¹ show an ever denser core city population that now attracts an average of around 48% of the population of the total area up by 4% compared to 2004². The share of motorised trips by public transport is 28% on average and can exceed 40% in the core cities. 240 trips are undertaken per inhabitant per year with public transport services in those areas.

To develop transport networks, increase capacity and extend infrastructure, in major European metropolises within 15 to 25 years, there is a demand for several hundreds of billion Euros (as an example, €28bn are needed for Ile de France region, €8bn are needed for Brussels-Capitale³)

Explanatory statement

Congestion on roads and air pollution are growing adverse elements strongly associated with urban daily life. Transport on its own is accountable for 40% of all volumes of health threatening emissions. Today we are facing both an unprecedented economic crisis and a severe climate change condition which require governments to take serious action against the consequences eg congestion and pollution, which will also favor economic efficiency and alternative means of energy.

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¹ European Metropolitan Transport Authorities (EMTA) groups some 31 members in 17 European countries which responsibility is to cater for the daily transports of some 94 million European citizens, and has a partner institution in Canada.

² EMTA-Barometer surveyed the performances of 24 public transport networks among the largest urban areas. Publication is released every 2 years, the last edition displayed data of 2006. Summary and full report at www.emta.com section publication.

³ EMTA Paris Conference on 27 November 2009 and AFP press release 27/11/08.

Climate change policy is at the top of the E-U's agenda. A consensus is highly desired to come up to the Copenhagen meeting in December 2009, showing that the European Union still leads the way in a world heading for a sustainable future. The question is "Would such a stand be creditable if urban transport at European level is kept out of the scope of measures?"

Metropolitan areas are key drivers of our regions, they are at the heart of the E-U's sustainable development efforts. Improving urban mobility is simply essential to regenerate their economic dynamics, to enhance a livable environment and to preserve social inclusion.

A policy on urban mobility obviously has its place amongst E-U general policy and priorities. In fact, thanks to the Public Service Obligation Regulation⁴ that will come gradually into force from December 2009 and on, urban transport has already entered the E-U legislative framework. This regulation builds on the special position of state aid in the transport sector whereby public authorities can either grant exclusive rights or compensate operators for costs incurred when discharging so called public service obligations. Such regulation is at the core of public transport activity. EMTA calls at E-U level for a policy on urban mobility that is comprehensive and consistent with other sectoral policies to which it is obviously related eg regional development policy, cohesion policy, economic and employment policy, and social inclusion policy. EMTA would like to see that the European Commission support, in funding urban policy, reflects such consistency.

For its part, through ten years of shared experience and jointly built knowledge, EMTA had developed a vision for the near future of Urban Mobility. By 2015, EMTA envisions:

- Integrated transport authorities with competencies enlarged to all aspects of urban mobility so as to implement, through comprehensive local mobility plans, the sound, consistent and sustainable urban mobility policy deemed to support economic growth of city-regions;
- The highest quality of transport services. When presenting the public transport system in Stockholm Ingemar Ziegler CEO of SL says *"it is a gigantic environmental project in itself, our goal is to make our customers more satisfied and thereby increase our market share above 80% in peak hours."*
- Advance technologies in particular in ITS to facilitate real time intermodal information covering all aspects of mobility and the development of ticketing and travel information software applications delivered "over the air" to contactless mobile phone handsets to enable seamless travel across the European Union on public transport.
- The freedom for local transport authorities to employ market based instruments that are best suited to their needs, backed up with a robust enforcement mechanism for cross-border traffic-offences.
- The lay-out of a specific funding scheme at E-U level (like the TEN-T scheme) that would help fund the ambitious projects of greener fleets, of expanded capacities and of extended networks. Such a scheme would in turn incentivise member states to co-finance at the appropriate level, so that the significant needs for sustainable urban mobility are met.

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⁴ (EC) 1370\2007 "on Passenger transport services by rail and by road"

EMTA sees the most pressing issue of the global economic crisis as the opportunity to reconsider the development of Public Transport as a way to create local jobs, launch investments projects that will improve infrastructure, one of the pillars along with high quality education, of European Economic competitiveness, and also an opportunity to boost innovation towards energy efficient means of mobility including the car industry sector. EMTA has welcomed the TRAN Committee initiative report on an Action Plan on Urban Mobility, and in particular,

EMTA stands for:

- The enlargement of Public Transport Authorities missions to encompass a holistic view on urban mobility and the development of integrated sustainable urban travel plans with recommended aspects to take into account, however leaving it to local authorities to select the measures that are most likely to achieve the goal of sustainable mobility;
- The improvement of the quality delivered in transport services: equity of access on the whole metropolitan area, friendly services to people with reduced mobility, enhanced inter-modality through high quality interchanges, real time information on all aspects of urban mobility;
- The stepping up of ITS research and development programme with application to the provision of most relevant information related to mobility services at large and the provision of integrated, fast and easy to use electronic ticketing;
- The development of CIVITAS III programme open to all cities regardless of size, with calls for projects related to intermodality, integration and innovation, and provided entities wider than cities corresponding to metropolitan areas can apply;
- The “greening” of transport with clear incentives to upgrade existing fleets to meet the latest European emission standards with a particular attention to the needs and means of New Member States;
- The study of the feasibility of a European financial instrument [in the type of URBAN-T] enabling co-financing of surveys on urban travel plans and of a proportion of investments in sustainable modes of transport.

In the context of the coming elections, EMTA sends four questions to the Members of Parliament:

Q. 1. Do you agree with the EMTA vision on the way urban mobility should develop towards 2015?

How would you suggest the European Parliament can best support the achievement of its goals?

Q. 2. In your opinion, is public transport a major player in the sustainable development of our European regions?

In your opinion how can public transport be part of the solution aiming for a better quality of life in more efficient cities better prepared for economic competitiveness?

Q. 3. The climate change Energy package, for which Environment ministers from the 27 member states are debating to make final adjustments contains ambitious targets by 2020 of 20% reduction in greenhouse gas compared to 1990 and a share of 20% of renewable energies in overall EU consumption including a target of 10% for bio-fuels

In your opinion how can European institutions best support Transport Authorities in their efforts to participate into the attainment of those targets and achieve sustainable mobility?

Q.4. Financing existing public transport services is a growing concern for transport authorities as both fare revenues and public subsidies tend to recede in percentage⁵ while demand for quality is on the rise, renewal of greener fleet and rolling stock is badly needed and financing the expansion of networks is critical.

How, do you think, EU should face this issue and help metropolitan transport authorities?

Are you prepared to support a TEN-T scheme adapted to urban transport?

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⁵ See EMTA Barometer 2006

Transport Authorities Member of EMTA as of 1st January 2009

Amsterdam	Stadsregio
Barcelona	ATM
Bahia de Cadiz	CMTBC
Berlin	VBB
Bilbao	CTB
Birmingham	CENTRO
Brussels	Région Bruxelles Capitale
Budapest	BKSZ
Copenhagen	MOVIA
Dublin	DTO
Frankfurt	RMV
Hamburg	HVV
Helsinki	YTV
London	TfL
Lyon	SYTRAL
Madrid	CRTM
Manchester	GMPTE
Milan	ATM
Montréal*	AMT
Oslo	RUTER
Paris - Ile de France	STIF
Prague	ROPID
Sevilla	CTAS
Sheffield	SYPTTE
Stockholm	SL
Stuttgart	VRS
Torino	AMMT
Valencia	eTM
Vienna	VOR
Vilnius	MESP
Warsaw	ZTM

*Montréal is a Partner Institution who does not vote on European regulation matters