

News from the cities



• New hybrid fuel cell buses for GVB Amsterdam

Public transport company GVB, operator of urban transport in the city region of Amsterdam, will start with 2 hybrid fuel-cell buses in their daily operations in the Spring of 2011.

The main features of the buses, built by the Dutch company Advanced Public Transport Systems (part of the VDL Group) are:

- > Lightweight composite body, with a length of 18 meter (24m and 26m available)
- > Powered by a 150 kW fuel cell system (Ballard)
- > Electric energy storage in nickel metal hydride batteries and ultra capacitors.

After a successful 4 years trial with fuel cell buses in the European projects CUTE (Clean Urban Transport for Europe) and HyFLEET:CUTE this will be the next step of GVB in exploring ways for public transport to contribute to a better air quality in a dense populated urban environment.

This 2 years demonstration project is part of a Dutch programme for innovations in building and operating public transport buses. Co-funding from the City Region of Amsterdam (Stadsregio Amsterdam) and the municipality of Amsterdam made this project possible.

The project will be executed in cooperation with RVK, who is the region public transport company of Cologne in Germany. RVK will operate 2 identical hybrid fuel cell buses.

For more information contact Ir. Frits van Drunen: drunen@gvb.nl and on HyFLEET:CUTE project see <http://www.hydrogencarsnow.com/HyFLEETCUTE.htm> www.sypte.co.uk

• Brussels : a challenging Regional Mobility Plan

- 1) The sustainable mobility plan has been adopted end of 2010. It aims at reducing traffic by 20% in comparison with 2001. To reach this goal, a huge improvement in the capacity of public transport is needed, as well as an effort in improving cycling and walking safety.

Parking policy is to be introduced through a *Regional Parking Company* in charge of harmonising the 19 municipality's parking policies, with a view to reduce space availability by 16% and at the same time better manage the demand (meaning the pricing!). Land use planning is to be adapted to accessibility by public transport. Goods transport is also approached.

A study about introducing "pay as you ride" system is to be led until 2014 for introducing in 2018 when capacity of public transport is improved. A budget of 4 billion € is needed in the period 2011-2018, it means an increase by 50% of the actual expenses for investments. An additional budget from the State is under discussion under the attempt to form a federal government.



- 2) As part of this plan, the regional government has agreed about the automatic run of the underground lines 1 and 5. It includes renewal of the rolling stock (current vehicles date back from 1973 to 1976) and signals. Station will be fitted with screen doors to avoid intrusion on the tracks and to regulate the passenger's flow. An additional storage and maintenance facility is to be build and the actual to be adapted. The budget needed is about 700 million €.
- 3) As part of this plan, a study has started to extend the underground northwards by 4 km. The foreseen budget is about 650 million €.
- 4) An additional 65 streetcars has been ordered to replace older ones (from 1971-1975) and to improve capacity by 50%. There will then be a fleet of 220 streetcars of the same type. The budget is about 180 million €.
- 5) In 2011, the extension of streetcar lines will be operational (+/- 5 km) as well as the additional capacity on underground (lines 1 and 5) expanded by 16%.
- 6) To reduce fare escape, underground stations are fitted with gates. 20 stations out of 69 are operational yet. In some stations, revenue has increased by 80%. At the same times, the main vending machines can be used with credit cards.

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● Montreal: construction of the Lachine maintenance centre

On February 25, 2011

Senator Larry Smith on behalf of Canadian Finance Minister Jim Flaherty, Quebec Transport Minister Sam Hamad, Marquette MNA François Ouimet, and Agence métropolitaine de transport Vice-President of Operations Nancy Fréchette announced that financial support of up to \$119 million will be extended for the project to build and commission the Lachine Maintenance Centre.

Construction of the centre will start in 2012 and extend over a period of 18 months. The commissioning of these installations is scheduled for 2013. Of the estimated \$119 million earmarked, close to \$25 million will be provided by the Canadian government via the PPP¹ Canada program, \$62 million will be contributed by the Quebec government via the Quebec Transport Minister, and \$32 million will come from the AMT (Agence Métropolitaine de Transport).

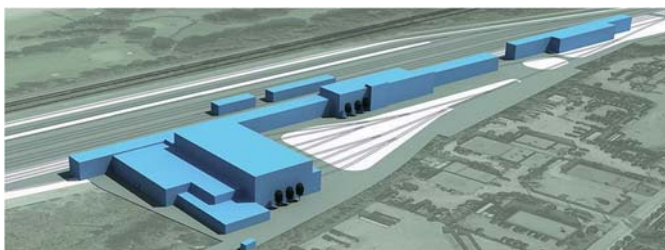
The AMT will thus be able to outfit the centre with the facilities necessary for the maintenance of its current and projected fleet of commuter trains in keeping with industry standards, which should make for increased service reliability as a result of enhanced rolling stock maintenance.

"The government of Canada considers that its contribution to the project is an investment in our future. Public-private partnerships (PPP) are an innovative approach that enables us to build better public infrastructure and provide taxpayers with an improved cost/benefit ratio," stated Minister Flaherty.

A partnership to improve services

The construction of the Lachine commuter train maintenance centre, is "a long-term solution to issues associated with public transit development in the greater Montreal area. Not only will it improve the system's reliability and passenger safety, but it will also create jobs," explained Senator Smith.

"In the wake of investments extended by our government for the purpose of improving public transport services, the financial support announced today will enable the AMT to extend the useful life of its rolling stock, to streamline operating expenses and to optimize the service it offers. The Lachine Maintenance Centre truly reflects the long-term vision we have for the metropolitan area and the impetus we want to give it in terms of mass transit," pointed out Minister Hamad.



Increasing reliability and ridership

"This maintenance centre will revitalize Lachine's industrial park and greatly increase the efficiency of commuter train maintenance. This enhanced reliability will surely prompt new commuters to join the swelling ranks of public transit ridership," added MNA François Ouimet².

Once built, the Lachine Maintenance Centre will be instrumental in the timely maintenance and future development of commuter trains. During the daytime, between the morning and afternoon rush hours, the trains will be parked at the Lachine Maintenance Centre, not far from the Lucien-L'Allier station, in readiness for the evening rush. The AMT will make good use of this time to conduct inspections, scheduled maintenance and minor repairs.

"In only fifteen years of operation, the commuter train network's ridership has more than doubled. The AMT accordingly has to plan for the maintenance of its commuter train fleet, which is on track for significant growth—from 217 units today to over 300 by 2015. Given these growth objectives, the AMT is duty-bound not only to purchase but also maintain these major acquisitions. Commuter train reliability is largely contingent on the commissioning of maintenance centres like this one. In the final analysis, every one of our train commuters stands to gain from such new facilities", concluded AMT President Joël Gauthier.



State-of-the-art facilities

The AMT's facilities will feature the latest in equipment and machinery, which is just the ticket for efficient, dependable and less costly inspection and maintenance services. The installations of this inaugural maintenance centre will boast leading-edge technology. The Centre will have room for 11 trainsets in its outdoor yard, as well as an indoor inspection shop that can accommodate an entire trainset, a major maintenance centre for three locomotives and three double-decker cars, and a fully automated train-washing station.

For more information: Martine Rouette (AMT)
www.amt.qc.ca

● Sheffield public transport executive enlarges scope and responsibility

"This is an exciting time for Passenger Transport Executives in the UK, as we evolve to take on new responsibilities to our traditional functions" say David Brown SYPT Director General. The Transport Act 2008 allowed for PTEs to widen their remit to include areas which are affected by transport, but which up to now have not fallen inside our sphere of responsibilities. These include areas such as air quality and freight but also walking, cycling and car sharing. So whereas the emphasis in the past has been on trying to encourage people to get out of their cars and use public transport, we will now include car sharing as a travel option we will be encouraging people to use. The legislation also allows for new partnership arrangements to be negotiated with bus operators

¹ Public private partnership

² Marquette Neighborhood association

which give more public control of bus networks – powers which SYPTE and other PTEs will be examining further in the year ahead.



The Sheffield City Region

Another key change is that from 2011 instead of being confined to South Yorkshire, we will be looking to the Sheffield City Region (SCR) instead. This includes the total travel to work area for the county and so takes in those conurbations which lie outside South Yorkshire in the neighbouring counties of Derbyshire and Nottinghamshire. These new responsibilities offer real opportunities to forge contacts with new stakeholders and to help establish better joined up services which meet the needs of the traveling public.



Our goals

In its budget in March this year the UK Government cut Fuel Duty (tax) on petrol rather raising it as had been widely predicted beforehand. The move was so as to not add further inflationary pressures to the economy.

Like elsewhere in Europe the UK has experienced huge rises in fuel costs over the past year. A litre of petrol in South Yorkshire currently costs around 1.54 Euro. To put this in perspective: at the time of the widespread fuel protests in the UK of more than a decade ago, the price of a litre of petrol stood at 92 cents meaning the price of today's fuel costs 65% more than then. This presents challenges, especially in the cost of ticketing, but also opportunities as more and more people revise their travel options to find the most cost-effective solution for they and their families.

The concern over fuel is exacerbated by the continuing political unrest in the Middle East and North Africa, and the dreadful events we have seen in Japan, all of which has ramifications for fuel security and for movements in the currency markets.

Amongst the services which are put under most pressure by rising fuel and other costs are rural and community bus services. The Department for Transport has recently announced £10m to support community transport services, but this will not plug the gap left as more than £133m has been drained from the bus network. Experience shows that once services are lost to the network they are very difficult to subsequently replace.

The Government also announced a new Local Sustainable Transport Fund, which allows local authorities and Passenger Transport Executives to bid for a share of £560 million over four years, aimed at encouraging sustainable transport solutions that will create economic growth and cut carbon.

“And so 2011 will see a year of considerable change in the transport sector but also considerable opportunity” concludes David Brown, SYPTE Director General.

www.sypte.co.uk

FOCUS on ITS

• iFahrinfo – the new VBB App for your iPhone app

The official time table iPhone app for Berlin and Brandenburg shows all travel connection for train, bus, tram and ferry – and is for free. All time tables of more than 1.000 lines covering more than 13.000 stations of the 30.000 square kilometer VBB-area are now fitting in the passenger's pocket. The time table will be updated once a week (including changes because of constructions, special offers, or changes of the general time table) and will be gradually offered completely, according to the means of transport, with real-time data. The majority of the lines have to-the-minute data by now.



The New options feature:

- > Routing for public transport (additionally long distance trains);
- > Real time data (by now majority of the lines, being completed step-by-step), showing punctuality, delays, changes of platforms and alternative traffic connections;
- > Barrier-free routing;
- > My-favourites-option and auto-history for the last requests;
- > Information about the nearest station on the basis of current position;

- > Suggestion list whilst typing of first letters of station, sights and addresses (input support);
- > Advanced search options for stopovers, choice of means of transport and individual preferences;
- > Compact design of routing alternatives with door-to-door navigation and walking distances;
- > Time remaining until departure of a certain line;
- > Filter for means of transport;
- > Augmented Reality (iPhone 4 only).

The iFahrinfo is for free, available in the iTunes store:
www.apple.com/de/itunes

For more information: info@vbbonline.de

• VBB's Passenger Information Service

Berlin and Brandenburg passengers are now treated with four new and innovative functions available in VBB's (the transport authority of the Berlin-Brandenburg area) time table information service, since January 2011. The main idea is customer-friendly focus.

Intelligent suggestion list:

While typing a starting or destination point in the VBB route planner ("VBB-Fahrinfo.de"), the travel information service offers immediately a list of possible stations or addresses. The start or destination looked for may be directly selected or you finish to write the name until the fitting result appears. This new function helps to save time. Further, the "VBB-Fahrinfo" remembers all those stations and addresses for your next search and will instantly display them when typing in again the first letters– and that saves even more time.



Display of present travel connection on facebook

"I am just leaving at...", "See you in the café...", "Will arrive via bus n° 100 at Brandenburger Tor": The just calculated connection could be shown directly to your facebook friends. More and more people appreciate to meet to a very specific time in a certain bus or train or just at the station and want to inform their friends on facebook about it.

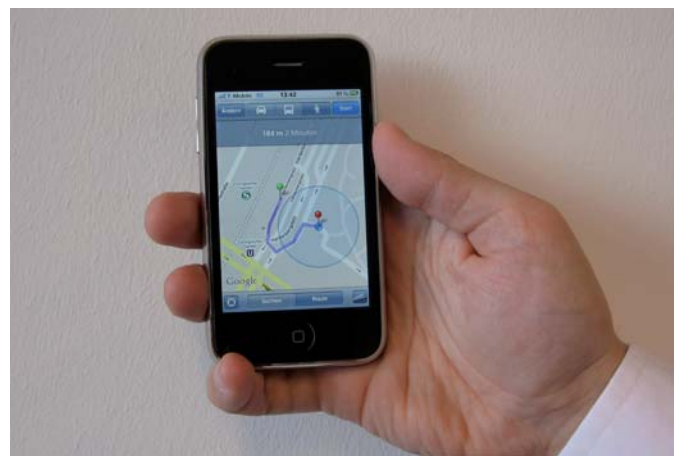


Add calculated travel connection in your time table

Do you use outlook or any other e-mail programme that provides a calendar option? You then would love this new innovation! The displayed travel route can be copied into your planner (by one click) and you will always have it with you in your smartphone with sync-function. You always have the correct data about the means of transport you shall use when leaving the event.

um	geplant	erwartet	Gleis	Linien	Bemerkungen
22.11	ab 12:47		4	RE1	Richtung: Brandenburg, Hauptbahnhof Fahrzeuggebundene Einstiegshilfe, Anmeldung 01805-512512*, (*14 ct/Min. aus dem Festnetz. Tarif bei Mobilfunk max. 42 ct/Min.), Fahrradmitnahme begrenzt möglich, SnackPoint/Imbiss im Zug Betreiber: DB Regio AG
	an 13:06		3		
				Fußweg	14 Min.

them → als Text anzeigen Fahrpreis anzeigen auf Facebook mitteilen in Kalender eintragen



Send travel connections via e-mail

Send your estimated connection to friends or business partners via e-mail and show them when you will arrive and by what means of transport. You can also tell them how you will get to an event and give them an individual arrival advice. Have a nice trip!

Routenpunkte	Datum	geplant	erwartet	Gleis
S+U Zoologischer Garten Bhf (Berlin)	24.02.11	ab 12:47		4
S Potsdam Hbf		an 13:06		3

S Potsdam Hbf
14467 Potsdam, Henning-von-Tresckow-Straße
Dauer: 0:33; Verbindung besteht täglich

Diese Verbindung
→ ausdrucken → auf dem Handy speichern → als Text anzeigen Fahrpreis anzeigen

Weitere Möglichkeiten
Zwischenhalte anzeigen
Verbindung auf der Karte anzeigen
Verbindung per E-Mail versenden
Gesamtfahrplan
Fahrplantabelle RE1

tionen gültig vom 27.01.11 bis 10.12.11. Software/Daten © 2010 HaCon Ingenieurgesellschaft mbH. Alle An

More information are available at: VBOnline.de

● London to allow access with bank or credit cards to its entire transport network

London will lead the world in 2012 when it becomes the first city where passengers are able to access an entire transport network with just a swipe of their contactless bank or credit card. By the end of 2012 card readers across the whole of the Transport for London (TfL) network will have been upgraded so that a touch of a contactless bank or credit card issued by Visa, MasterCard and American Express passengers will be able to touch in and out for "pay as you go" travel on the bus, Tube, Docklands Light Railway (DLR), Tram and London Overground network.

The new system will be up and running on all of London's 8,000 buses in time for the 2012 Games, enabling quick and easy bus travel for the millions of visitors. The system will be rolled out onto the Tube, DLR, Tram and London Overground network before the end of 2012. Discussions are also under way with the Train Operating Companies that serve London about whether contactless payment cards could be used on National Rail services where Oyster is currently accepted. Oyster will also continue to be accepted for the many millions of customers who use it every day.

The new system will make London's public transport far more accessible for domestic and international visitors. Most visitors currently arrive in London without any kind of public transport ticket in their possession, and have to spend their valuable time buying one. The enhancement to the Oyster system will mean visitors will be able to enter the transport network as soon as they arrive thus allowing them to make the most of their time in London.



For EMTA members there are some interesting conclusions from TfL's announcement:

- First, TfL has brokered an agreement with the payment schemes MasterCard and Visa about how their contactless cards can be used to pay for urban public transport in the same "tap-in, tap-out" manner as Oyster. Visa and MasterCard are working to turn this agreement into a detailed set of rules for acceptance that can be used by any city, and this work is expected to be complete by the autumn of this year. From that point, any European city will be able to discuss this kind of contactless payment card acceptance with their acquiring bank and expect to get back a fully-detailed explanation of how it works and what the obligations on transport operators are.
- Second, this model delivers comprehensive interoperability between all European cities in one direct step. It is already the case that EU citizens can travel freely around the EU by car in the sure knowledge that they will be able to use their credit or debit card to buy fuel whenever they need it. If cities across the EU adopted this model for the payment of single and return trips or daily passes on the urban public transport system, the same interoperability will have been achieved for public transport.

Third, when compared with "transport-specific" smartcards like Oyster, this model offers a similar or better smartcard experience to the customer at markedly lower cost to the transport operator, and therefore ought to be an attractive option.

For more information: SteveNewsome@tfl.gov.uk

● Warsaw public transport consistently modernised

"I am glad to say, that the public transport system in Warsaw is consistently modernised," says Leszek Ruta, Director of ZTM, the Warsaw Public Transport Authority.

A city payment card and internet-purchased tickets are the paramount innovations ZTM has introduced in 2010. More and more tickets are also bought via cell phones, and the number of ticket vending machines in the streets and on board the vehicles is constantly growing.

First in Poland and Europe

Warsaw is the first city in Poland to issue a City Payment Card. The option to encode personal long-term tickets on a payment card issued by the City Handlowy Bank was made available to the customers in October 2010. The introduction of this service has significantly increased the number of places, where one can get personalised pass for public transport system "off-the-shelf". At the Central European Electronic Cards Conference, the card issued by ZTM and Citi Handlowy Bank was awarded the title of the most innovative payment card in Poland in 2010.

Fast and comfortable

Currently, paying fares for passengers of public transport in Warsaw is quick and easy:

- The e-WKM service enables passengers to purchase ZTM passes without leaving home, with the use of the so-called instant transfers or card payments. Internet sales via ztm.waw.pl/ewkm started last June 2010. The service is available to the owners of the personalised Warsaw City Pass (*Warszawska Karta Miejska*) or the Electronic Student Identity Cards. **Over 1.2 million passengers use personalised passes now.**

- Internet sales are protected with the use of the THAWTE and SSL security certificates. Purchased tickets can be encoded in one of the 50 special encoding machines located in each underground railway station, as well as in ZTM Passenger Service Points. A passenger needs only to remember to activate the ticket before his first travel.

- in the metro station gate or in a ticket validator. **More than 5 thousand tickets were purchased over the internet by mid-March this year.**

e-tickets growing in popularity

- Paying the public transport fares with a cell phone is getting more and more popular. Passengers buy over 20 thousand electronic tickets each month. They can choose from two services. 401.5 thousand transactions were made via the mPay system from December 2008 through mid-March 2011. 3.2 thousand travellers used the new SkyCash service available since February 14th, 2011.

- The customers of all mobile networks can use the mPay service, and the offer includes time-limited tickets: 20-, 40-, 60 and 90-minute, as well as 1-, 3- and 7-day passes. The SkyCash service requires a phone with internet access and offers the time-limited tickets only.

Ticket vending machines not only in the street

Ticket vending machines mounted in vehicles are becoming a permanent piece of equipment in the capital public transport fleet.

Their installation is required in the call for tender for transportation services. There are over 120 buses with on-board ticket vending machines in the streets of Warsaw. Travellers will also find them in the 13 new SKM trains purchased to service the lines from the Chopin Airport in Ok'cie, as well as in all the 186 'Swing' trams ordered by Tramwaje Warszawskie (Warsaw Tramway company).

They sell single, time-limited, short-term and long-term tickets. The machines accept coins and give change.

The number of stationary vending machines keeps growing – there are over 230 of them in Warsaw. They are installed in underground and in regular railway stations, at the main transfer nodes and crossroads, as well as in suburban municipalities.

Better information

Passenger information has also improved. The web-page of ZTM offers two journey planners: Jakdojad'.pl ("How do I get there") and HAFAS (tested under the CAPRICE project). Timetables on bus stops are plainer now, and dynamic displays inside the vehicle show the bus route.

ZTM cares about precise passenger information. In the new draft timetables for the bus service, which relate to the trams' timetables, the first column gives the travel time (in minutes) from the stop to the following ones along the route, as well as the travel time to the current stop from preceding ones, beginning with the terminus.



Electronic displays inside the vehicle have become a standard piece of equipment in the new public transport buses and trams. The dynamic display located by the middle door shows the route; the part already travelled shows grey. Outside displays give even more information (about the terminus, the bus going to the depot, or changes in the route).

A light version of the ZTM web-page, adapted to cell phones requirements, has also been put up. It allows to check the timetable within seconds.

The Public Transport Authority in Warsaw consistently develops a modern and safe transportation network. Its goal is to create an integrated and passenger-friendly public transport system.

For more information: www.ztm.waw.pl

To receive
this newsletter
by e-mail:

contact@emta.com

Agenda

- **ITF International Transport Forum**
annual summit will bring together Ministers, decision makers, experts and practitioners on the subject of "Transport for Society"
25-27 May 2011
Leipzig, Germany
www.internationaltransportforum.org
- **2nd MOVE-ITS**
conference to be held as part of the ITS European Congress
6-9 June
Lyon, France
For more:
MOVE-ITS-CONFERENCE@ec.europa.eu
- **DG-MOVE**
Workshop presenting the results of the consultation on Multimodal journey planner
20 June 2011
Brussels, Belgium
http://ec.europa.eu/transport/its/consultations/2011_05_27_multimodal_journey_planner_en.htm
- **UITP Conference**
"Urban Governance: Getting people on board" with the cooperation of EMTA features high level speakers politicians and CEOs of the largest European transport authorities
6-7 October 2011
Gothenburg (Sweden)
www.uitp.org
- **EMTA**
Autumn General Meeting will be held at the kind invitation of CENTRO Birmingham
10-11 November 2011
Birmingham, UK
www.emta.com

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