

News from Europe

● The European Commission adopted the Thematic Strategy on the Urban Environment

Following the communication "Towards a Thematic Strategy on the Urban Environment", adopted in February 2004, the EU commission adopted on 11 January 2006 the expected Thematic Strategy on the Urban Environment – SEC(2006)16. Based on extensive consultation with stakeholders this strategy aims at improving the quality of the urban environment. It sets out new measures to support and facilitate the adoption of integrated approaches to the management of the urban environment by national, regional and local authorities.

The environmental problems to be tackled in urban areas are: poor air quality, high levels of congestion, high levels of ambient noise, poor-quality built facilities, derelict land, greenhouse gas emissions, urban sprawl, generation of waste and waste-water. These problems have great impacts on lifestyle and increase the resource use per capita. The link between these problems is very tiny and cross-sector measures have to be taken.

Proposed initiatives:

> **Guidance on integrated environmental management:** some voluntary initiatives in this field already exist (Agenda 21, Aalborg Commitments) and it is mandatory for some of the national legislations. Commission will provide technical guidance in 2006 to draw on experiences and best practices.

> **Guidance on sustainable urban transport plans:** the great impact of transport on urban environment led several Member States to take legislative decrees to implement such measures at national level. The Commission strongly recommends local authorities to develop and implement such plans but without making them mandatory. The Commission will provide technical guidance on it in 2006.

> **Networking, information, capacity building:** other proposed initiatives are related to the exchange of best practices by setting up networks of cities, national platforms, Internet portal and support to training programmes in this field.

The Commission, with the help of the European Environment Agency will also work to improve data on urban environment issues in order to monitor properly the effect of this strategy.

europa.eu.int/comm/environment/urban/thematic_strategy.htm ● www.eea.eu.int

● EU Commission proposes clarification of rules on public-private partnerships

The European Commission published in November 2005 a Communication with new policy options on Public-Private Partnerships (PPPs) that are agreements-between public authorities and businesses, whose aim is to carry out infrastructure projects or providing services to the public.

The Communication follows a major public consultation which was launched by the PPP Green Paper in April 2004. The Commission will clarify how EU rules should apply to the choice of private partners in "institutionalised PPPs", which are public-service undertakings held jointly by both a public and a private partner. The Commission will also assess whether to propose a legislative initiative on concessions, to clarify both the term "concessions" and the rules applicable to their award.

A key aim of the 2004 consultation was to find out how the rules and principles work in practice, to see if they were clear enough and if they suit the challenges and characteristics of PPPs. The options were presented with a view to ensuring effective competition for PPPs without unduly limiting the flexibility needed to design innovative and often complex projects.

Institutionalised PPPs

Many respondents to the PPP Green Paper asked how EU rules should apply to the choice of private partners in "institutionalised PPPs" (IPPPs), which are public-service undertakings held jointly by both a public and a private partner. Overall, it appears at present that an Interpretative Communication would be better suited to this demand than fully-fledged legislation. This Interpretative Communication should be published during 2006.

Concessions

A clear majority of participants in the consultation supported an EU initiative, legislative or non-legislative, on concessions, in order to clarify both the term 'concessions' and the rules applicable to their award. Having carefully considered all arguments and the factual information provided by stakeholders it appears that a legislative initiative is at present the preferred option.

However, the final decision on whether or not to take such a measure, and on its concrete shape, depends on further in-depth analysis, including an Impact Assessment, which will be carried out in 2006.

europa.eu.int/comm/internal_market/publicprocurement/ppp_en.htm

Don't hesitate to contact us if you want to receive this newsletter directly by e-mail:

contact@emta.com

● New proposal for Euro 5 standards

The EU Commission presented on 22 December 2005 a new proposal for Euro 5 standards for new passenger cars and light vehicle emissions, aiming at improving air quality in Europe, especially in urban areas.

Particulate emissions from diesel cars would be slashed by 80% and nitrogen oxides (NOx) by 20%.

The tougher standards proposed would lead to the introduction of particulate filters for diesel cars.

For petrol cars, the Commission proposes to cut NOx emissions and hydrocarbons by 25%.

The proposal has been developed involving extensive stakeholder consultation and has also been subject to an internet consultation.

The proposal will now be considered by the European Parliament and the Council of Ministers. The new Euro 5 limits will enter into force by mid 2008 at the earliest.

europa.eu.int/comm/enterprise/automotive/index_en.htm

● Attitudes towards car use analysed in Great-Britain

In the framework of studies related to the impact of transport on climate change, the UK Department for Transport published an article describing attitudes towards car use in Great Britain and particularly analysing the link between the following items:

- > levels of car ownership and use and the factors that might impact on car use.
- > the extent of driving licence holding and reasons why some people do not learn how to drive.
- > the importance of transport issues in deciding where to live.
- > residential parking behaviour and experience of parking tickets.
- > perceptions of safety on different forms of transport.

The survey consisted of more than 1,200 face-to-face interviews and led to the following conclusions:

- > The most common reasons for not learning to drive were lack of interest in doing so, the availability of other forms of transport (including provision by family or friends) and the costs associated with driving.
- > However, the findings indicate that the recent decline in levels of driving licence holding among young people reflects a postponement in learning rather than a decision never to learn.
- > Over half of car driving respondents said they did not limit how much they travelled by car due to the price of petrol or the effect car travel

has on the environment.

- > A half of car drivers never investigated other options when planning a one-off journey before deciding whether to travel by car.
- > Among those who had moved in the last five years, 31% said access to good transport links (public and road) were a very important consideration in deciding where to live
- > Three quarters of respondents thought the car was the safest form of transport in terms of crime victimisation. Walking was most likely to be considered the safest mode in terms of accidents.

- > Concern about accidents had no impact on transport choices for two-thirds respondents. Similarly concern about crime victimisation had no impact for 60% of respondents.
- > Women were more likely to say concerns impacted on their travel choices than men, particularly with regard to personal safety. Around three in ten women said they avoided travelling at certain times due to personal safety concerns.

The full survey is available on DfT website.

www.dft.gov.uk

News from the cities

● Transport for London will take responsibility in first rail way services by 2007

Transport for London (TfL) is the integrated body responsible for London's transport system which role is to implement the Mayor of London's Transport Strategy and to manage transport services.

TfL is responsible for London's buses, the Underground, the Docklands Light Railway (DLR), the management of Croydon Tramlink and London River Services. Besides public transport services, TfL is also responsible for a 580km network of main roads and all of London's 4,600 traffic lights, manages the central London Congestion Charging scheme, regulates the city's taxis and private hire trade, and promotes a range of walking and cycling initiatives.

Despite this wide range of responsibilities, TfL has currently no direct role in the provision of railway services. They represent however a large part of stages made by public transport. To allow better integration of services and to continue the successful decentralisation of responsibilities, the Government decided to devolve some rail passenger services from the Department for Transport (DfT) to TfL.

From Autumn 2007, the so-called North London Railway services will be directly managed by TfL. The process to appoint an operator to run the concession will start immediately and will conclude on 11 November 2007 with the start of the North London Railway operating concession by the successful bidder. Until then, the services will continue to be run by the current franchise operator, Silverlink Metro, managed and funded by the Department for Transport.

Immediate improvements will be made in the security equipment, in staff reinforcement, extra train services, timetable co-ordination with underground services and ticketing integration within the Oystercard system.

Long term benefits are also expected regarding fleet renewal with higher capacity and more accessible carriages, a stations enhancement program and higher frequencies in the network.

The Department for Transport also launched on 9 March a consultation on whether the Mayor of London's rail powers should extend beyond the Greater London Authority boundary. As commuter train services do not stop at the administrative limits of the city, a better coherence of network can be reached by granting cross border competencies.



However, the mobility needs of people living outside London have also to be well taken in account. To achieve this goal, the stakeholders need to identify the appropriate services to be transferred and to set up of a relevant governance structure. The consultation will close by 31 May 2006.

www.tfl.gov.uk ● www.dft.gov.uk

● New responsibilities for Strathclyde Passengers Transport (Scotland)

SPT is made up of two linked bodies:

- > the Strathclyde Passenger Transport Authority, created under the provisions of the 1968 Transport Act. Its responsibility encompass a larger area than any other public body and is the only one in Scotland. It has 34 members from the area's 12 councils and is responsible for defining Strathclyde's public transport policy.
- > the Strathclyde Passenger Transport Executive, which advises the Authority and then implements its policies.

Besides its role in public transport provision, SPT is currently playing a key role in the studies about Edinburgh – Glasgow high speed rail link and is involved in the debate about Glasgow Airport Rail Link that could enter in service in 2009.

SPT is also running a three month trial to assess new wireless technology, funded by the Scottish Executive, that provides bus timetable informa-

tion at selected bus stops throughout Strathclyde, with adapted signage for people with visual impairment or learning difficulties.

On April 1st SPT has been turned into a new transport authority for the West of Scotland - named Strathclyde Partnership for Transport. The acronym remains the same but there will be differences. The new body takes over the majority of SPT's responsibilities - minus some of the key ones concerning railway which are transferred to the new Scottish Transport Agency. However, it will be responsible for drawing up a regional transport strategy for both highways and public transport.

www.spt.co.uk ● www.pteg.net

● Public transport adapts to new airport terminal 4 in Madrid

The fourth terminal of Madrid Barajas International Airport opened in February. The Consorcio de Transportes de Madrid decided then to provide an improved information to the travellers by editing an updated document describing airport access. The document, available in English and Spanish describes the existing and the new transport services, presents a detailed map of the terminals including information on airline companies and provides information on applicable fares .

On a longer term, the new terminal will be accessible in 2007 by the extension of metro line 8, that already connects the other terminals. The call for bids regarding the build-operate concession has been published by the Community of Madrid in February. The concession is expected to be awarded in April. The 2.5 kilometres extension will cost € 52 million and € 33 million will be invested in new rolling stock.

Terminal 4 consists of a main building and a secondary building with satellites, linked by the Automatic People Mover (APM) manufactured by Bombardier that is the first automatic transport system in Spain, able to carry 6,500 people per hour. Investment costs amount to € 108 million for a 2.7-kilometre infrastructure.

www.ctm-comadrid.es ● www.madrid.org

● European Investment Bank supports metro projects in Spain

- Barcelona metro

The European Investment Bank is providing a € 650 million loan to IFERCAT (Infraestructuras Ferroviarias de Catalunya) for the construction of Barcelona metro line 9. The new underground line extends over 43 km and has 47 stations within the metropolitan area.

It is the second loan provided by the EIB to the centerpiece project of Barcelona's transportation system connecting metro, bus, the suburban rail, the international airport and the high-speed rail lines between Spain and France. EIB's significant support to the project totals € 1.3 billion on a total estimated cost of € 2.25 billion.

Line 9 will cross the metropolitan area in a semi-circle inter-connecting six municipalities. At the northern end it will branch into two lines, providing access to 335 000 additional inhabitants. At the southern end it will cross the municipality of L'Hospitalet de Llobregat and branch towards the industrial area of Zona Franca, El Prat del Llobregat (adding 325 000 inhabitants) and the international airport.



Line 9 works started in 2003. First services are expected to start in 2007/2008 and the line should be in full activity by 2011. The line is expected to carry 90 million passengers a year.

- Malaga metro

The European Investment Bank is also providing

€ 50 million to Metro de Malaga, a special entity set up to build the first part of a metro network in Malaga, one of the main coastal cities in Southern Spain.

This is the first part of an EIB € 260 million financing scheme. Metro de Malaga won a 35-year concession, promoted by the Autonomous Region of Andalusia, to design, build, finance and operate an 11.6 km light metro system. The concession comprises two lines, depot and maintenance facilities, a number of vehicles and intermodal facilities. The line is expected to open in 2009 and to carry more than 17 million people during its first year of operations.

Malaga has undergone a major urban transformation as result of economic and demographic changes. And the project will bring substantial economic and environmental benefits to this rapidly growing city: time gains for users, cost saving for car users shifted to the metro, cost savings from reduced bus service operations and reduced traffic in the city centre. This will help Malaga to improve its urban economy while maintaining its role of a major tourist centre.

www.metrodemalaga.info ● www.eib.org
www.gencat.net

● BAIM Project - Information for people with reduced mobility in Germany

RMV (Rhine Main Transport Association) wants to upgrade the services for information for people with reduced mobility in the field of public transport. It is important to inform these people about the features and possibilities of the connections they would like to use so they can decide for themselves which offers and connections are applicable to them.

A huge part of customers will benefit from this innovation. This is not only useful for people with reduced mobility, but also for transport authorities and transportation companies to attract new customers. People

with reduced mobility can be disabled persons, but also parents with perambulator, pregnant women or weak elderly people. Keeping all these groups in mind about 25% of the German population benefits from these improvements. Since there will be a demographic shifting to a higher amount of elderly people, the concerned group will become larger in future.

To improve information for people with reduced mobility the project BAIM was initiated by the RMV (Rhein- Main- Verkehrsverbund, Rhine Main Transport Authority) together with the VBB (Verkehrsverbund Berlin Brandenburg, Berlin-Brandenburg transit authority) and several partners.

Information about the accessibility and usability of public transport systems have to comprise all journey stages, from planning to travelling (including the real situation). This includes static and dynamic information, e. g. target departure times and delays, changing of vehicles and platforms, always understandable and up to date. New dynamic information concerning transport service and infrastructure based on a special data management will be a focal point of the BAIM project. On the basis of already existing route planning solutions and scheduling systems via Internet new services e. g. via mobile phone, PDA and conversational systems based on natural language technologies will have to give special information for people with reduced mobility. First services will be based on target scheduling times. At a later stage of the project, real-time information will be given. An important assumption is Automatic Vehicle Monitoring (AVM) which is already introduced in Germany and provides detailed real-time data of all vehicles. Innovative services will be tested in the regions Frankfurt RheinMain and Berlin Brandenburg.

www.baim-info.de

News from companies

● Arriva enters into Swedish railway market

Arriva has won its first major rail contract in Sweden for the operation of the Pågatåg regional train service in the Skåne region of southern Sweden during 9 years and 2 more optional years. Arriva already operates rail services in Denmark, Germany, the Netherlands and the UK, and is currently operating bus services in Sweden. The contract has been granted following a competition with several bidders including DSB and SJ, the Danish and Swedish state-owned railways.

Starting on 17 June 2007, Arriva will operate 26 Litra X11 trains on a network serving 47 stations in southern Sweden. Besides the provision of rail services, the contract will also contain provisions related to new trains

purchasing, network size increasing, maintenance and cleaning of the trains, timetable improvements and comprehensive training for new drivers and conductors.

www.arriva.co.uk

● RATP experiments front door to protect metro tracks

As 60% of delays in Paris metro are caused by people on tracks, RATP has initiated a 6-month experimentation aiming at protecting tracks from human intrusion. This project has been implemented on line 13 (105 million trips per year), that faces recurrent problems of overcrowding and irregularity. The protection consists in 1.5 metre-high transparent sliding doors, provided by three different manufacturers (CNIM, FAIVELEY, KABA) which have been set

in two stations. The size of the doors allows reduced costs compared to full front doors and should have the same deterrent effect on



travellers' behaviour. If the system is efficient enough, it will come into general use in 10 stations of line 13 and potentially in the whole network.

www.ratp.fr

Focus

First results of Stockholm's congestion charging trial period

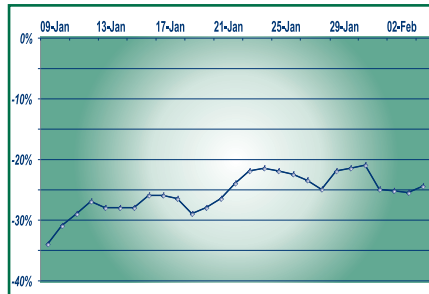
On 2 June 2003, the Stockholm City Council adopted a majority proposal to conduct congestion charges trials. The formal decision on implementation was made through the Riksdag (Swedish Parliament) passing the Congestion Charge Act on 16 June 2004. The trials started on 22 August 2005 with extended public transport (see EMTA News 22). The congestion charges has started on 3 January 2006. The trials will be concluded by 31 July 2006 and a referendum on the permanent implementation of congestion charge will be held in conjunction with the general election on 17 September 2006.

Besides the achievement of the -10/15% car traffic reduction objective the trial will be evaluated continuously from a number of different perspectives:

- > Car traffic: traffic flows, occupancy and turnover of parking spaces
- > Travelling patterns: frequency of origins and destinations, travel time, mode of transport
- > Impacts on public transport: commercial speed, delays, patronage, perceived quality
- > Impacts on pedestrians and cycle
- > Air quality and emissions
- > Road safety
- > Business community and regional economy
- > Revenues and costs of the scheme
- > Overall benefits for the community

The introduction of congestion charging led to short-term impacts on road traffic and public transport patronage:

> Immediate impact on traffic crossing the cordon was about -30%. However the traffic has increased again but seems to be stabilised at a level between 20% and 25% below the reference figure (same week, one year before).



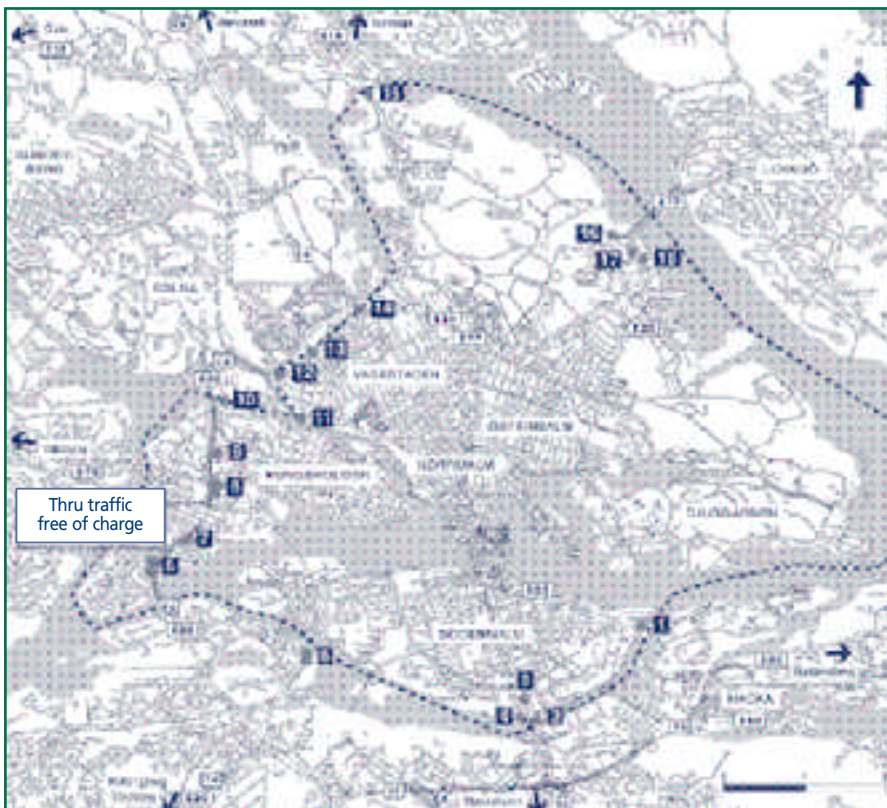
> The variability of travel time for a key radial crossing has significantly decreased. The travel time in peak hours is only 50% higher than during off-peak hours where this time used to be up to 200% higher before the congestion charging.

> The increase in public transport trips is about 8% compared to January 2005, 11% for buses coming from outside the cordon and 16% for commuter trains. The availability of seats seems however to remain unchanged.

This has to be compared to the 2% increase measured between 2004 and 2005. The increase of petrol prices has also to be taken in account to assess properly the actual impact of the congestion charge .

The complete evaluation will be summarised in a report in early summer 2006.

www.stockholmsforsoket.se • www.sl.se



Agenda

- **OSCE-UITP workshop on Urban Transport Security**
4-5 May 2006
Vienna, Austria
www.uitp.com/Events/2006/vienna/en
- **METREX Conference : Planification and sustainable development of metropolitan areas**
4-6 May 2006
Madrid, Spain
www.regionescapitales.es
- **UITP Workshop on Congestion Charging**
11-12 May 2006
Stockholm, Sweden
www.uitp.com/Events/2006/stockholm/en
- **10th edition of ECOMM conference on Mobility Management**
10 - 12 May 2006
Groningen, The Netherlands
www.ecomm2006.nl
- **EMTA General Meeting**
15-16 May 2006
Stuttgart, Germany
www.emta.com
- **Global City Forum**
17-19 May 2006
Lyon, France
www.globalcityforum.com

Visit our new website on www.emta.com



11, avenue de Villars • F-75007 Paris
Tél. + 33 1 53 59 21 11 - Fax + 33 1 53 59 21 33
www.emta.com • contact@emta.com