EMTA news
EUROPEAN METROPOLITAN TRANSPORT AUTHORITIES
July 2006 - n° 25

News from Europe

● Political agreement on the revised proposal for a regulation of PSO in public transport

The Council reached a political agreement on the revised proposal for a regulation on public service obligations for passenger transport services by rail and by road, published by EU Commission on 20 July 2005. The text as agreed will be adopted as a common position at a forthcoming Council session under Finnish Presidency and sent to the European Parliament with a view of the second reading next Autumn.

The public service obligations proposal aims at establishing a new legislative framework for the increasingly open and competitive European market for public passenger transport services (see EMTA News n°22, Analysis). The political agreement contains arrangements for those interventions of competent authorities that most likely affect competition and trade between Member States: compensating costs and granting exclusive rights in return for the discharge of public service obligations.

The Council reached the political agreement after a final compromise proposal of the Presidency consisting of the following elements:

- competent authorities may decide to directly award contracts for all heavy rail, including (sub)urban rail but excluding metro and tramways.
- authorities can choose to grant direct awards to small and medium sized enterprises under a threshold, of either an average annual value
- measures obliging authorities to give information and a motivation for their decisions to directly award contracts
- a contract length in case of directly awarded contracts for rail of 10 years
- the possibility for competent authorities to refuse operators under certain conditions from participating in the tenders they organise
- a date of entry intro force of 3 years after the publication in the Official Journal of the EU and a transition period of 12 years, allowing the public passenger transport sector in total 15 years to adapt to the new regime.

EMTA members agree with the principle of adopting a common framework with a minimum content, provided that it secures the funding of local public transport and therefore welcome favourably this very expected political agreement. EMTA members approve the modifications of the text adopted by the Council compared to the initial version of the Commission: The new text takes better in account remarks made by most of public transport actors regarding the restrictive definition of internal operators, their strict geographical containment or the maximum duration for contracts including construction of infrastructures. EMTA position on the Commission's proposal is available on EMTA website, section publications.

www.consilium.europa.eu
www.emta.com/article.php3?id_article=270

● New orientation for EU Transport Policy

The European Commission adopted on 22 June the orientation for the future EU transport policy. The objective of mobility growth control and modal shift from road and air to rail and waterborne modes described in the 2001 White Paper has been replaced by an objective to offer the necessary level of mobility to people and business while reducing its external negative effects. The EU will then continue to boost rail and waterways for long distance connections but will also step up its efforts to make road transport and aviation more efficient and cleaner by using green propulsion and intelligent transport systems which use the latest technologies. The paper introduces the concept of co-modality which is an efficient use for different modes on their own and in combination for an optimal and sustainable utilisation of resources.

The communication describes a wide range of themes to reach these objectives, including:

- Smart charging that will contribute to a more rational use of infrastructure.
- Security and safety improvements in various modes, in particular in order to half the number of people killed on EU roads between 2001 and 2010.
- Protection of passenger rights, most notably in all transport modes for people with limited mobility.
- Energy consumption and oil consumption in order to reduce oil dependence and make transport more sustainable.

A detailed calendar of actions is proposed, among which:

- An action plan for energy efficiency and a road map for renewables (2006)
- A green paper of urban transport (2007)
- A strategy for land and public transport security (2007)
- A methodology for smart charging for infrastructure (2008)
- The start of Galileo concession (2009)

Urban transport seems to be better taken in account compared to the 2001 White Paper (see EMTA position on the mid-term review on our website) and EMTA looks forward to contribute to the 2007 Green Paper.

ec.europa.eu/transport/transport_policy_review/index_en.htm

● Results of the pilot program on hydrogen-fuel cell buses

The EU Commission presented on 11 May the results of a pilot programme launched in 2003 that powered 27 hydrogen-fuel cell public buses in 9 European cities.
Called "Clean Urban Transport for Europe" (CUTE), the project has helped cast light on the viability of this emissions-free transportation means.
The small-scale CUTE experiment shows that improvements are still needed in areas such as:

- Design, construction and operation of safe hydrogen supply chains and refuelling stations;
- Efficient production and use of hydrogen;
- Infrastructure optimisation

Against this backdrop, the Commission has launched a new "Hydrogen for Transport" initiative to track the performance of 200 hydrogen-powered vehicles during the next three years. Relying on a €105 million public-private investment - of which the European Commission will contribute €48 million, the series of demonstration projects will target buses, passenger cars, scooters and wheel chairs in both European and non-European cities (Beijing, Perth and Reykjavik).

www.fuel-cell-bus-club.com • www.europa.eu

● EEA underlines the link between climate change battle and air quality improvement

The EU Thematic Strategy on air pollution aims to improve European air pollution significantly by 2020. The European Environment Agency (EEA) has analysed improvement prospects for a further ten year period, also integrating climate change instruments as an intervening variable.

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In a report published on June 1st, the Agency stresses the positive side-effect of climate change policies on the effectiveness of existing air pollution abatement. Whereas these measures are supposed to produce cleaner air in 2030 compared to 2000, the situation is expected to decline after 2020, thus causing 311 000 premature death each year in 2030 in a reference scenario. This scenario can be attenuated, if not avoided, by EU efforts to meet meeting its long-term EU climate change objectives consisting in limiting to the global mean temperature increase to 2°C above current levels.

The so-called climate action scenario would have major impacts on pollutants emissions such as oxides of nitrogen (NOx), sulphur dioxide (SO_2) and particles. This scenario would lead to a decrease of premature deaths due to ozone and fine particles by over 20 000 per year by 2030 and would save €16-46 billion per year in health costs. Such benefits would be more significant in 2030 than in 2020, the report notes, since a longer period of time would be available for implementing long term measures.

www.eea.eu.int

News from the cities

● Brussels Capital Region updates its mobility plan

The regional mobility plan, also called "Plan Iris" was adopted by the Government of Brussels Capital Region in October 1998 and is currently being updated. Mobility experts have estimated the impacts in 2015 of a "do-nothing" scenario:

> 5% increase of mechanised trips
> decreasing average speed for cars
> permanent congestion of roads
> increase of CO_2 emissions by 22%

To avoid this situation a set of ten measures has been proposed by the Ministry of the Reion Brussels Capital, the public authority in charge of mobility.

1. Major investments in infrastructure: metro extension
2. Major investments in infrastructure: development of the suburban train network
3. Development of speed limitation to 30km/h in residential areas
4. Exclusive right of way for surface public transport
5. Road pricing: charge when crossing the ring or related to the distance travelled
6. Parking policy
7. Improvement of security and parking possibilities for cyclists
8. Road space dedicated to public transport, pedestrians and cyclists
9. Free public transport
10. Development of evening and night services

These measures have been proposed to a panel of users in May 2006: the panel estimated each measure in terms of advantages, drawbacks and discussed practical proposals for their implementation. The results of this panel will be used to enrich the content of the upcoming consultation.

www.mobil2015.irisnet.be

● New franchise for Docklands Light Railway in London

A new £400 million (€585 million) franchise for operating and maintaining the Docklands Light Railway (DLR) has been awarded by Transport for London to Serco Docklands. Serco, the incumbent operator for nine years will continue its activities for seven extra years starting May 2006 with new targets for train punctuality, customer service and security:

- At least 96% of trains must run "on time" (ie within 3 minutes of the scheduled time) and with no more than 2% of trains cancelled per day
- At least 90% of passengers must be "satisfied" with the train service - as measured by regular customer satisfaction surveys
- Improved security on stations and trains with enhanced CCTV, increased staff presence at high-profile stations and 12 new dedicated 'Travel Safe Officers'
- Better passenger real time information on board and in stations innovative information systems.

Serco was originally awarded the franchise to operate and maintain the DLR in April 1997, and since then has seen more than a 100% growth in passenger figures, from 25 to 50 million per year. Patronage in 2009 is expected to reach 80 million journeys. DLR will also play a crucial role for the 2012 Olympics and Paralympics as the line serves the Olympic Village.

Despite the increase of patronage, train reliability has increased from 90% to 97.1% under the franchise, making the DLR the best-performing railway in mainland UK. The DLR is also the only fully accessible railway in the UK, with step-free access to all stations and trains.

www.tfl.gov.uk

● New central station inaugurated in Berlin

The new Berlin Hauptbahnhof opened on 28 May, few days before the beginning of the Soccer World Cup 2006. With this new station, the whole rail network has been reorganised allowing new connections and huge time savings. In the past, the structure of the network was based on an east-west corridor and a 120-kilometre long circle around the metropolitan area. Trains coming from the North or the South had to take the ring to reach the east-west axis and then enter the city. A new 42-kilometre North-South link, including a 3.5 kilometre tunnel, allows more direct routes to the central station (see maps below).

Past situation

New situation

The crossing point of the two axis is the former Berlin Lehrter Station, closed in 1951 for long-distance rail services. It is now replaced by a brand new central station. The station will welcome daily 310 regional trains, 160 interurban trains and 800 suburban trains, which represents 300,000 passengers. The investments for the station amounts to €700 million, brought to more than €3 billion including the tunnel.

The opening of the new station and the new infrastructure led to a big-bang in the timetable in terms of schedule and in terms of routes, which are more direct. Even if some stations are no more served by long distance

services (Schönefeld Airport or Zoo), the new network allows time savings of about 35% for regional as for interurban services: the journey from Luckenwalde to Potsdamer Platz (regional rail) took 66 minutes before and 39 minutes currently. From Leipzig to Berlin (ICE), the length of the trip decreases from 1h50 to 1h13.

www.db.de • www.vbbonline.de

● **Stockholm: one step forward for the new North-South tunnel**

Stockholm's suburban rail network crosses the city from North to South. This tunnel, built in 1871 constitutes however a bottle-neck and doesn't allow extra train services at peak hours, explaining the importance of bus service improvements during the congestion charging trial period (see EMTA News n°24).

The Citybanan project is a 6-kilometre infrastructure that will double the existing one, which is currently used by local, regional and national rail services. The line will be 30-metre deep and will be situated beneath an existing metro line (Blue line). Two new stations will be built in the city centre: Odenplan and T-Centralen.

In May, representatives for Swedish National Rail Administration (Banverket), Stockholm county councils and Stockholm municipality agreed on the implementation process. Banverket will be responsible for planning and financing the tunnel, the County Council and the Municipality will fund the stations. The total cost for Citybanan is approximately €1.3 billion. The project will be completed in 2013-2016.

www.banverket.se

News from companies

● **Alstom will provide rolling stock for Budapest new metro line 4**

BKV, the Budapest public transport operator, has awarded a contract for the supply of 170 "Metropolis" metro cars to «Budapest Metropolis Consortium» led by Alstom. The order amounts to € 247 million. The agreement includes additional provision for the maintenance of these vehicles for a three-year period as well as an option for a further 28 cars.

Budapest metro opened in 1896 and is one of the oldest subterranean networks. It covers today 31 kilometres and has 78 stations. The construction of the fourth line (see EMTA News n°20) started in 2005 and the 7.3-kilometre infrastructure is expected to open in 2009, with a 3.2-kilometre extension three years later.

15 four-car trainsets from the metropolis range, each with a 800 passenger capacity will run on this new line with an option for 7 trainsets for the future extension. Additionally, 22 five-car trainsets, with a capacity of 1020 passengers, will replace the existing fleet on line 2.

www.transport.alstom.com
www.metro4.hu

● **Bombardier will provide new rolling stock for Porto Metro**

A consortium led by Bombardier won a € 115 million contract for the provision of Porto Metro rolling stock. 30 Flexity low-floor light rail vehicles will be added to the current fleet from 2008-2009. The contract also includes a 5-year maintenance period. The vehicles are 37-metre long, can reach a top speed of 100 km/h and are designed to carry up to 100 seated travellers and 251 in total. It is also accessible to wheelchairs and bicycles.

The first phase of Metro do Porto's new Light Rail Transit system was awarded in 1998 by Metro do Porto to the Normetro consortium, for the construction of 4 lines, 60 kilometres of track, 15 underground stations, 63 surface stations and 72 Bombardier vehicles. Today, an average of almost 150,000 passengers uses the system everyday

www.transport.bombardier.com

News from other continents

● **Canada Line tunnel boring works start in Vancouver**

Canada Line is the main rail infrastructure project in Vancouver area. This fully automated metro will serve the Airport and the area of Richmond. It consists of an underground tunnel, an elevated guideway climbing across the Fraser River to Richmond - Bridgeport, continuing west to Vancouver International Airport and south to central Richmond. A Park and Ride facility will be built at Bridgeport station and 3 bus interchanges will be created. This line will serve 16 stations and will be 19-kilometre long.

The Government of Canada, the Province of British Columbia, Greater Vancouver Transportation Authority (TransLink), the Vancouver International Airport Authority (VIAA) and the City of Vancouver are funding the Canada Line, which is supported by the City of Richmond. The project also involves a private sector partner, InTransitBC, who was selected through a competitive bidding process leading to a 35-year concession agreement. The total cost of the project amounts to $1.9 billion (€ 1.35 billion).

InTransitBC will design, build, partially finance, maintain and operate the Canada Line. In addition, InTransitBC will assume most construction and operations risks. The public sector owns the fixed assets (line, stations, etc), sets and will collect fares, the private sector owns non-fixed assets (vehicles, signalling system, etc.), builds and will operate the system.

Tunnel boring works started on June 10 2006, the line will be ready for 2010 winter Olympics and the service is expected to begin in November 2009

www.canadaline.ca

Agenda

- **Codatu Conference : Decentralised cooperation for urban transport**
  5-7 July 2006
  Lyon, France
  www.codatu.org
- **European Transport Conference**
  18-20 September 2006
  Strasbourg, France
  www.aetransport.org
- **International Congress on Mobility Management**
  25-27 September 2006
  Madrid, Spain
  www.congresomovilidad.com
- **CIVITAS Forum**
  26-27 September 2006
  Burgos, Spain
  www.civitas-initiative.org
- **UITP Conference on Sustainable Developement**
  18-20 October 2006
  Bilbao, Spain
  www.uitp.com
- **Uniaccess Conference**
  9 November 2006
  Brussels, Belgium
  www.uniaccessproject.org

Analysis

Madrid Region public transport system: a focus on intermodality

Since its creation in 1985, *Consorcio Regional de Transportes de Madrid (CRTM),* the Public Transport Authority for the Madrid Greater region, has considered the integration of the different modes of public transport to be a high-priority objective in its operations, among others:

- planning of infrastructures and services;
- pricing framework and multi-trip tickets;
- image of, and information relating to, the public transport system.

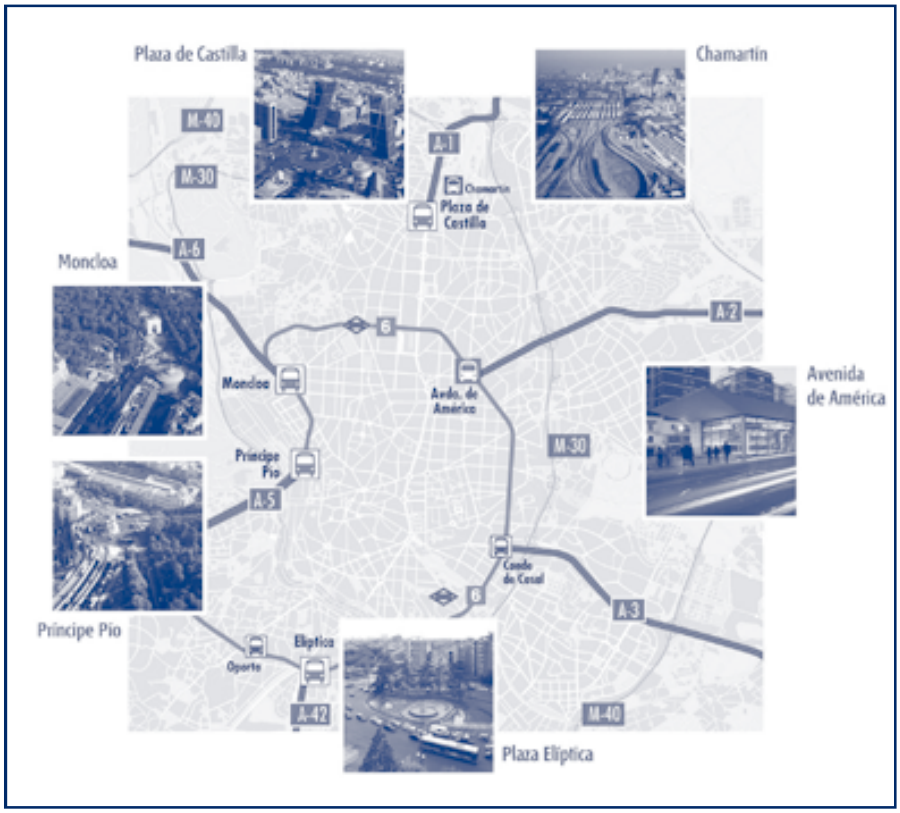
Multi-modal transport interchanges are the best example of the integration of the various public transport networks and, since its beginnings, *Consorcio Regional de Transportes de Madrid* has constructed various peripheral interchanges, located in the intersection between the border of the city centre and its six main radial corridors. The idea is to facilitate at these points the transfers between intercity buses and urban modes (metro and municipal buses) to achieve a seamless journey.

> The first generation of interchanges consisted of surface improvements as Aluche, Plaza de Castilla (A-1 and M-607 c o rridors) or Conde de Casal (A-3 corridor).

> With the second generation, bus stations have been constructed underground, due to a lack of surface space, as for Moncloa (A-6 corridor).

> In the third generation, the concept of multimodal interchange took its whole dimension by intergrating metro station, underground bus station with dedicated tunnel access from the streets for public transport that allows huge time savings. The best example is Avenida de América (A-2 corridor) opened in 2000.

For instance, Moncloa interchange is served by 2 metro lines, 14 urban bus lines and 35 suburban bus lines. The daily demand amounts to 360,000 passengers. The investment costs amounted to € 97 million including 1000 meters of tunnels to access the 36 bays of the interchange.



Using the experience gained from these interchanges, via an agreement in 2004 between Madrid City Council, Madrid Regional Government and Consorcio Regional de Transportes de Madrid itself, CRTM drafted the specifications to place out to public tender the construction works, maintenance and operation of six new large transport interchanges (see map for location) all included within the 2004-2007 Interchanges Plan.

Four of these large intermodal centres (Plaza Elíptica, Príncipe Pío, Moncloa extension and Plaza de Castilla) are already under construction with quality and safety requirements regulated through the Operation and Maintenance Programme, suitably incorporated in the concession contracts.

In order to achieve the fulfilment of the Operation and Maintenance Programme objectives to provide a high-quality service (interchange building and access management, facilities and equipment supervision and control, traffic management, safety & security issues,…) to the end-user, CRTM and the four concessionaires are implementing a common Integrated Management System to monitor in real time all the new interchanges.

More info:

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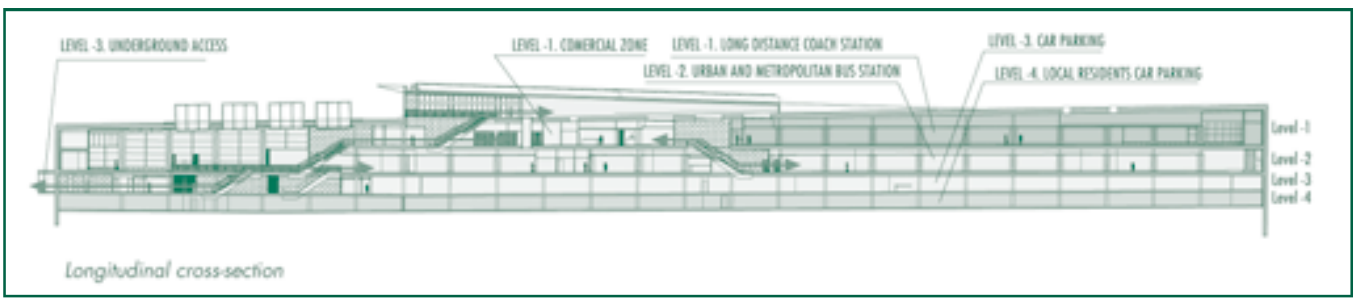
www.ctm-madrid.es • www.madrid.org



Longitudinal cross-section

EMTA News is the quaterly letter of information of the association of European Metropolitan Transport Authorities, which brings together the public transport authorities responsible for improving the mobility conditions of more than 85 million people living in the main European cities. Editor: J. Goldberg.

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