

## A promising year for public transport?

2007 will see two major events at European level in the field of public transport:

### editorial

• The first one is the probable adoption of the EU regulation on public service obligations, that will set a new regulatory framework for public transport operations. This text has been expected for a long-time by players of the sector who all, despite their variety of views, call for a new regulation that recognises the specificity of public transport as a service of general interest and that ensures the legal certainty of its funding.

• The second one is the publication of the Green Paper on urban transport, announced by the Commission in the mid-term review of its Transport Policy. Although subsidiarity is essential in the organisation of local public transport, the European Transport policy by its modal approach had not until now addressed specifically the daily mobility of 80% of European citizens.

EMTA welcomes favourably these upcoming developments and will remain strongly involved to be in position to bring its contribution.

Lastly, I would like to inform our readers that I am leaving the association on 31 December. Sabine Avril, the new Secretary General will continue the actions undertaken by EMTA, that is now approaching the age of 10 years. I would like at this occasion to thank our readers for their growing interest in our publication.

Jonathan Goldberg  
Secretary General of EMTA

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## News from Europe

### ● Saving 20% by 2020: European Commission unveils its Action Plan on Energy Efficiency

As a major step toward meeting the unprecedented energy challenges facing the EU, the European Commission presented on 10 October its Energy Efficiency Action Plan (see EMTA news n°26). The Plan contains a package of priority measures covering a wide range of cost-effective energy efficiency initiatives. Beyond a range of almost 75 actions to reach 20% savings by 2020, the Commission will furthermore set a Covenant of Mayors of the 20-30 most pioneering cities in Europe and will propose an international agreement on energy efficiency.

The stake is huge as the targeted energy savings could lead to a reduction of energy-related annual expenses of €100 billion and yearly CO<sub>2</sub> emissions by 780 millions tonnes.

The Plan recognises that huge energy savings can be achieved in the transport sector, accounting for 20% of the primary energy consumption and relying on fossil fuel for 98%, in particular, by ensuring fuel efficiency of cars, developing markets for cleaner vehicles, ensuring proper tyre pressure and by improving the efficiency of transport systems.

The Plan recognises the need for reducing unnecessary energy consumption caused by inefficient urban transport. While recognising the responsibilities of local and regional authorities, the Commission will, in the framework of the forthcoming Green Paper on urban transport put forward joint solutions based on concrete measures that have been successfully tested, including, if appropriate, infrastructure use and road and congestion charges. These will include new approaches to encourage the use of public transport, car-sharing, non-motorised transport modes and telecommuting in European cities.

The Energy Council, during its meeting of 23 November, welcomed and approved the overall approach of the Commission. The Commission will present in January 2007 an "energy package", which will include a Strategic Energy Review.

[www.ec.europa.eu/energy/action\\_plan\\_energy\\_efficiency/index\\_en.htm](http://www.ec.europa.eu/energy/action_plan_energy_efficiency/index_en.htm)

### ● European Environment Agency calls EU to adopt effective urban-planning

Continuous and rapid urban sprawl threatens Europe's environmental, social and economic balance, says a new report released on 24 November by the European Environment Agency (EEA).

The report, 'Urban sprawl in Europe - the ignored challenge', shows that many environmental problems in Europe are caused by rapidly expanding urban areas. The global economy, cross border transport networks, large scale societal, economic and demographic changes and differences in national planning laws are some of the major drivers of change to the urban environment. EU policy to co-ordinate and control planning is required, the report says.

Urban sprawl occurs when the rate of land-use conversion exceeds the rate of population growth. More than a quarter of the EU territory has now been directly affected by urban land use, according to the report. Europeans are living longer and more of us live alone putting greater demands on living space. We travel further and consume more. Between 1990 and 2000, more than 800 000 hectares of Europe's land was built on. That is an area three times the size of Luxembourg. If this trend continues, our urban area will double in just over a century.

Sprawling cities demand more energy supply, require more transport infrastructure and consume larger amounts of land. This damages the natural environment and increases greenhouse gas emissions. Among the consequences are climate change, increased air and noise pollution. As a result, urban sprawl impacts directly on the quality of life of people living in and around cities.

The report contains case studies from seven cities across Europe illustrating both good and bad approaches to urban planning over the past 50 years. However, the report stresses that sprawl is not a localised phenomenon and is affecting almost all of Europe's cities. The report suggests future actions and policies that could tackle the continued spread of sprawl.

[www.eea.eu](http://www.eea.eu)

# News from the cities

## ● YTV to reform Helsinki region Travel Card system by 2014

The electronic Travel Card system has been in use in the Helsinki Metropolitan Area since 2002. Presently, the Travel Card is used on the public transport of five municipalities. The same card is in use in all transport modes – buses, commuter trains, trams, metro and Suomenlinna ferry. Over a million cards have been issued. Every day around one million passengers travel on public transport. According to surveys, customers are very satisfied with the card and the system has also proven reliable.

The life cycle of a Travel Card system is 10-15 years. The metropolitan area is expanding all the time and new technologies enable more advanced systems. To answer future challenges the Helsinki Metropolitan Area Council YTV has launched a project to transform the Travel Card system into a future generation system by 2014. The new ticket and information system will introduce new Travel Cards and a real-time passenger information system.

The project will be implemented in two stages. In the first stage during 2009-2011, the Travel Cards will be exchanged to cards conforming to the ISO standard and the whole system will be updated so that it can read both the current and the new generation cards. In the second stage, other parts of the system will be reformed and a real-time information system will be linked to it.

The project costs are estimated to be around € 41 million. In systems like this the investment costs form approximately 20 % and the running costs 80 % of the total costs of the system during its life cycle. Therefore, it is essential to plan carefully also the solutions affecting the running costs of the system.

The use of mobile phone as a ticket and reloading the Travel Cards through Internet will have an important role in the new system. Also the needs to change or improve the whole tariff system will be assessed as the system is reformed. A preliminary study on the subject has been made. The study analysed the effects of the present or an improved zone system and a more distance-based system on the use of public transport and the development of community structure.

[www.ytv.fi](http://www.ytv.fi)

## ● Two metro lines to be built in Dublin

The Irish Railway Procurement Agency presented on 19 October the selected route for Metro North and opened on 22 November the consultation aiming at defining the route of Metro West.

Metro North is scheduled for completion in 2012 and will use underground, surface and elevated tracks. An estimated 34 million passengers a year will use this line, with trains every four minutes, increasing to every 90 seconds as the demand builds.

Metro North will be 17-kilometre long and will have 15 stops available for passengers who want to make the journey from the city centre to the airport and beyond.

2000 park and ride spaces will be available at Metro North stations. The project is expected to reduce road journeys by 100 million kilometres annually.

Metro West project has two broad route options that have been identified by the Railway Procurement Agency (RPA). In the first option, Metro West service would run directly on to Metro North, i.e. sharing the track, and on to the airport. In the second option, passengers would transfer from Metro West on to Metro North at the Metro park stop.

It is anticipated the final route track may run from 24 to 28 kilometres. Metro West will run on the surface and the tracks will be separated from road traffic. It will cross road junctions in a similar manner to the Luas Tramway, although bridges will be required at major roads, railways and other crossings. Metro West is expected to enter in service in 2014.

These two projects are part of Transport 21, the Irish Government's capital investment framework for transport for the period 2006 to 2015. Transport 21 was launched by the Minister for Finance and the Minister for Transport on 1 November 2005 and covers the areas of national roads, public transport and regional airports. The total estimated cost of implementing Transport 21 is € 34.4 billion in current cost terms.

[www.rpa.ie](http://www.rpa.ie) ● [www.transport21.ie](http://www.transport21.ie)

## ● First line of Madrid Metro 2003-2007 extension plan opened

In Madrid, two new stations have been inaugurated on the metro line 5 extension on 25 November, which represents the first operation achieved within the current Metro extension plan 2003-2007. Moreover, the opening was four months in advance compared to the expected schedule. The tunnel works including the operating systems have been achieved in less than two years.



The tunnel and the two stations are drilled just below the surface in order to allow a minimum number of levels (only two) and an easy access for all.

This 2.4-kilometre extension will allow 18,000 new residents to reach Madrid city centre in less than half an hour. The cost of this project is estimated € 190 million and rolling stock € 40 million.

Madrid's metro network will grow in the Plan 2003-2007 by about 55.7 kilometres / 43 stations of underground metro and 22.2 kilometres/36 stations of light rail, which represents the quickest extension ever. During the month of December, 3 stations on line 11, 3.1 kilometres, and a new station on

line 10 will have been inaugurated. In the coming months, many other projects are expected to be inaugurated: 6 line extensions, 2 new metro lines (MetroNorte, MetroEste), 3 new light rail lines and 2 new stations on existing lines.

[www.madrid.org](http://www.madrid.org) ● [www.metromadrid.es](http://www.metromadrid.es)

## ● The importance of transport for the future of London and the UK

Mayor of London Ken Livingstone set out on 28 November a 20-year transport programme aimed at ensuring London's future economic prosperity.

Transport for London's (TfL) T2025 report highlights the importance of sustained investment and sets out ways that the impact of transport on the environment can be reduced. London's economy is expected to grow by 900,000 jobs (one third of these new jobs will be in central London including the City, Docklands and the West End) and its population by 800,000 people, in the next two decades. This translates into four million extra journeys a day.

London's transport infrastructure will need to adapt to this challenge, alongside the parallel imperative of reducing carbon emissions to deal with climate change. The T2025 package includes a climate change action plan, and sets out the need for substantial ongoing investment in public transport, together with measures to increase cycling and walking.

This equates to a projected 9% shift to public transport, cycling and walking over a 20 year period, building on the 4% shift that has already taken place over the last six years.

The essential projects for public transport will include completing the rebuilding of the Tube through the PPP, the building of Crossrail, and expanding the bus network by a further 40%.

[www.london.gov.uk](http://www.london.gov.uk) ● [www.tfl.gov.uk](http://www.tfl.gov.uk)

## ● Consultation begins on detailed proposals for London-wide Low Emission Zone

The Mayor of London also announced on 13 November, the start of detailed consultation by Transport for London on the proposed London-wide Low Emission Zone. The scheme is aimed at reducing emissions from the most polluting diesel engine lorries, coaches, buses, heavier vans and minibuses.

From 2008, diesel engine lorries, coaches and buses that fail to meet a minimum pollution standard face having to pay a charge if they drive within Greater London. Such a charge would be designed to act as an effective incentive for operators to modify or replace dirty vehicles.

The Low Emission Zone could go live as early as February 2008. It is also proposed that by 2010 the scheme would be extended to heavier diesel engine light goods vehicles and minibuses. From 2012 the emissions standard for Heavy Goods Vehicles, buses and coaches would be tightened to Euro IV standards for particulate matter.

Transport for London has published a scheme order this week, and consultation on the plans will run until 2 February 2007.

[www.london.gov.uk](http://www.london.gov.uk) ● [www.tfl.gov.uk](http://www.tfl.gov.uk)



# News from companies

## ● Bombardier signs € 1.4 billion contract with French National Railways SNCF to supply new trains for Paris / Ile-De-France

Bombardier Transportation signed on 22 November a contract with SNCF, French National Railways Company for the supply of new trains to be used on the Greater Paris / Ile-de-France suburban network. The initial firm order for 172 trains is valued € 1.4 billion. Deliveries of trains should start in November 2009 and continue to 2015, with 30 new trains delivered every year. With the optional part of the contract, still to be decided, SNCF could acquire 372 trains in total for an overall amount of € 2.4 billion.

Bombardier Transportation's future Ile-de-France commuter train is an articulated train featuring extra-wide carriages which provide an unusually large internal volume for passengers, wide seats and especially wide doors to increase the ease and speed of passenger flow. Each train consists of seven or eight carriages in a single unit and it can

also be operated as a double or triple unit. The capacity of the trains will vary from 800 to 1,000 passengers, depending on the configuration and layout.



The train will be designed, manufactured and built at the French site of Bombardier Transportation. However, Bombardier Transportation France will sub-contract part of this contract to Alstom Transport, in particular engineering hours and the construction of some of the intermediate carriages and bogies.

[www.bombardier.com](http://www.bombardier.com) ● [www.stif.info](http://www.stif.info)

## ● Keolis: change in shareholding

3i, which is the majority shareholder in Keolis, and Group SNCF, announced in September that they intend to withdraw 3i's stake in Keolis (see EMTA News n°17). The funding injected by 3i combined with backing from Group SNCF has enabled Keolis to consolidate its position among European public transport operators with a turnover of € 2.5 billion (vs. € 1.6 billion in 2002), 40% of which is on international markets.

The SNCF Group remains and will continue to be the principal industrial partner to Keolis, with no change in its level of participation. SNCF Group will select new key partners with a long-term investment strategy in a near future. Exclusive discussions have already been initiated with Axa Private Equity and Caisse de dépôt et de placement du Québec.

[www.keolis.com](http://www.keolis.com)

## Focus

### Tramway renewal in France

Five years after the municipal elections of 2001, a large number of cities in France inaugurated new tram lines in Autumn 2006, showing very different approaches for clean surface urban transport.

#### > 6 October - Saint Etienne line 5: a "Y-shaped" network

As tramways progressively left the streets to allow more space to car traffic after the 1950's, only three cities in France did not abandon it : Marseille, Lille/Roubaix/Tourcoing and Saint-Etienne. However only in this city the remaining tram line (line 4) has always served the centre of the town, through a North/South main street. However, the Châteaureux railway station served by the high-speed train (2h45 from Paris) and the regional rail network TER (50 minutes from Lyon) was not served.

The new tramway line 5 starts from Châteaureux where a urban project of 250.000 sq.m offices and 400 housings will be developed. The line 5 joins line 4 and then uses the same infrastructure alternatively in both directions, forming a "Y-shaped" tram network.

[www.agglo-st-etienne.fr](http://www.agglo-st-etienne.fr)

#### > 6 November - Nantes line 4: Busway, a new concept for surface transport

As the south-east part of the Nantes metropolitan area was lacking efficient public transport lines, but as the expected demand in this area was not in accordance with the cost of a tramway line, it has been decided to introduce "Busway", a new transport mode, coupling the flexibility and the cost of a bus (Mercedes Citaro) with the reliability and image of a tramway.

The Busway runs every four minutes at peak hours, uses a dedicated infrastructure separated from car traffic and has priority at crossings which allows a commercial speed of 20 km/h.

Busway is 7-kilometre long and has 15 stops served by each service. Stops have a specific shelter design and four Park and Ride facilities have been built on the line.

The investment costs amounted to € 53 million including € 10 million for the rolling stock.



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[www.nantesmetropole.fr/ligne4](http://www.nantesmetropole.fr/ligne4)

#### > 13 November - Clermont-Ferrand (line 1): an innovative tyre technology from Translohr

The specificity of the first tramway line of this city (14-kilometre long, 31 stations, € 290 million invested) lies mainly in the technology using the Translohr tram on tyres.

The result is a combination of excellent performances in terms of acceleration / braking, noise, and climbing (up to 13%) with the benefits of guided systems, however with reduced visual impact due to a single rail sunk in the platform.





The vehicles have an extra narrow width of 2.20 metres and allows curves with a radius of 10.50 metres.

[www.letram-clermontferrand.com](http://www.letram-clermontferrand.com)

### > 18 November - Aulnay-Bondy in Ile-de-France (T4): a significant upgrade of old train tracks

This 8-kilometre line serves a dense area within the eastern suburbs of Paris / Ile-de-France region. A former heavy rail line has been closed, upgraded and doubled where constituted by a single track. 3 new stations have been added to the 8 existing and a new tram-train rolling stock (Siemens Avanto) has been purchased. The headway at peak hours has been significantly improved from 15 minutes to 6 minutes.

The investment costs amounted to € 55 million for the infrastructure and € 70 million for the rolling stock.

Despite this line is currently built only on existing tracks, future urban extensions have been studied and would be possible due to the ability of tram-trains to use rail infrastructure as urban streets.

[www.stif.info](http://www.stif.info)

### > 29 November - Lyon (T3 - LEA): a suburban tram line

This 14.6-kilometre line uses a former rail corridor closed during late 80's and protected from other uses. From the main railway station, it serves the partly urbanised western area of greater Lyon region. The investment costs amounted to € 172 million, including a brand new track.

The interest of LEA lies in its commercial speed of 38 km/h (maximum speed: 70 km/h), allowed by a reduced number of stations (10) and the total separation of the tracks from urban streets except in the centre of Lyon.

One other specificity is the expected sharing of the infrastructure with the future LESLYS line, using the same tracks and serving Lyon Airport, 8.4 kilometres further. This will increase the complexity as the transport authorities will be different for

the two lines (Sytral for LEA and Rhône County Council for LESLYS), as the operators (TCL-Keolis and Veolia Transport). Moreover, direct services to the airport will be able to bypass LEA services on specially built bypasses at certain stations. The opening of LESLYS is expected during the autumn of 2009.



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[www.sytral.fr](http://www.sytral.fr)

### > 16 December - Paris (T3 - Tramway des Maréchaux): a tram line with a strong ambition of urban renewal

The third tram line in Ile-de-France is actually the first to be opened in the city of Paris since 1937, is located along the municipal boundaries of Paris. Therefore, the 100,000 expected daily passengers will be constituted by inhabitants of the capital and of the near suburbs. The 7.9-kilometre long line serves 17 stations at a commercial speed of 20 km/h. It uses the so called 'Boulevard des Maréchaux' that constitutes a urban ring road and aims at reducing car traffic by 25% on it.



© Mairie de Paris - Marc Verhille

More than only transport, T3 aims at improving the urban public space on these noisy and polluted avenues.

The transport investment budget of € 215 million and € 53 million for the rolling stock have been completed by a urban renewal projects for an amount of € 44 million.

[www.tramway.paris.fr](http://www.tramway.paris.fr)

### > 16 December - Montpellier (Line 2): a tram partially operated with single tracks

The second tram line of Montpellier will complete the existing Est/West line 1 with a 19.6-kilometre long line serving 35 stations from North to South and 6 park and ride facilities. The investment costs amount to € 400 million. Line 2 will meet line 1 at four different stations of the city-centre, serving an alternative route. The two ends of the line be operated on single tracks.



© Edouard Paris

The design of the vehicles is very specific, as the blue ones with birds in service on line 1.

[www.montpellier-agglo.com/tam](http://www.montpellier-agglo.com/tam)

## Agenda

- **UITP Bus Conference**  
14-16 February 2007  
Bogota, Colombia  
[www.uitp.com/Bogota2007](http://www.uitp.com/Bogota2007)
- **UITP-Urban Mobility-Opportunities and Challenges-time for action**  
27 February 2007  
Brussels, Belgium  
[www.uitp.com/euconference](http://www.uitp.com/euconference)
- **EURFORUM's First Plenary Meeting**  
28 February 2007  
Brussels, Belgium  
[www.eurforum.net](http://www.eurforum.net)
- **EMTA General Meeting**  
26-27 April 2007  
Bilbao, Spain  
[www.emta.com](http://www.emta.com)
- **UITP 57th World Congress**  
20-24 May 2007  
Helsinki, Finland  
[www.uitp.com/Helsinki2007](http://www.uitp.com/Helsinki2007)
- **Velo-city 2007: From Vision to Reality**  
12-15 June 2007  
Munich, Germany  
[www.velo-city2007.com](http://www.velo-city2007.com)
- **TRANSED 11th Conference**  
Mobility and Transport for Elderly and Disabled Persons  
June 18-21 2007  
Montreal, Canada  
[www.tc.gc.ca/transed2007](http://www.tc.gc.ca/transed2007)



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