

## Our thoughts to the Londoners...

### editorial

Less than 18 months after the terrifying attacks in Madrid, a major European city has experienced the pain of terrorism in its heart.

London, the new elected host city for the 2012 Olympic Games, switched from celebration to consternation within one night, but Europe as a whole felt hurt in this terrible event.

Terrorists often aim at Public Transport networks for their attacks because they can hit a large number of innocent victims but moreover they are the symbol of mobility in large cities, like arteries of our bodies.

The freedom of moving is one of the basic rights of our societies and threatening citizen that only want to reach their workplace, their relatives or any other location is basically a threat on freedom and democracy.

EMTA expresses its deepest condolences to Londoners, to their colleagues working for Transport for London and operators and hopes governments at European and international levels will take all the measures to prevent us from these painful attacks in the future.

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## Agenda

- **EMTA General meeting**  
26-27 September 2005 - Vilnius (Lithuania)
- **9<sup>th</sup> International Conference on Competition and Ownership in Land Passenger Transport**  
Instituto Superior Técnico  
5-9 September 2005 - Lisbon (Portugal)  
[www.civil.ist.utl.pt](http://www.civil.ist.utl.pt)
- **European Transport Conference**  
3-5 October 2005 - Strasbourg (France)  
[www.aetransport.org](http://www.aetransport.org)
- **Polis conference**  
15 years of innovation in local and regional transport  
9-10 November 2005 - Paris (France)  
[www.polis-online.org](http://www.polis-online.org)

## News from Europe

### ● International Energy Agency call governments to "Save oil in a Hurry"

The International Energy Agency which is the energy forum for 26 industrialised countries published on April 28<sup>th</sup> a report exploring a set of measures governments could take to save oil as quick as possible, in order to cope with oil supply foreseen disruptions.

Different measures have been analysed in terms of financial costs, energy savings and level of acceptance. Many measures are related to the transport sector including encouraging telecommuting, car-pooling, ecodriving and public transport use, that could be enhanced by a reduction of fares by 50% or even 100%. Costs and efficiency of these measures have been estimated for each group of countries, regarding their current use of oil, urban structure, travel habits.

Efficiency is measured in terms of number of barrels saved from less than 100,000 barrels a day (very small savings) to more than 1 million barrels a day (very large savings). One has to bear in mind that total world demand amounts to 82 million barrels a day. Cost of solutions vary from less than \$1 per barrel (very inexpensive) to more than \$100 per barrel (very expensive).

The three most efficient measures for European countries are:

- > Speed limit reduction to 90 km/h (6% Oil savings)
- > Free public transport (4% Oil savings)
- > 1 day on 10 driving ban (3% Oil savings)

AIE invited governments to expand this analysis to their national contexts taking into account the whole implications of every measure proposed.

[www.iea.org](http://www.iea.org)

### ● Energy efficiency addressed at European level

With the growing concerns about oil prices energy supply dependence and climate change, efficiency in energy consumption becomes more and more key issues for future development of our countries.

On 22<sup>nd</sup> June, the EU Commission adopted a green paper on Energy Efficiency that seeks to put energy savings higher on the agenda. The Green Paper lists a number of options to save 20% of energy consumption by 2020 in a cost effective way through changes in consumer behaviour and energy efficient technologies. 10% savings could be reached by applying fully existing measures and the other 10% need innovative schemes. These savings would allow the EU to save an estimated €60 billion on its energy bill.

Transport is accountable for 30% of Energy consumption, and is 98% dependent on oil. Half of the oil spent on roads is spent in urban areas. The green paper proposes for example to limit car consumption, to act on tyre performances and appropriate inflating, to open public procurement to cleaner vehicles, to introduce beneficial tax systems to encourage the purchase of cleaner vehicles. Regarding urban mobility, the green paper suggests to charge road use or to introduce access restrictions to most polluting vehicles and to promote public transport.

[europa.eu.int/comm/energy/efficiency/index\\_en.htm](http://europa.eu.int/comm/energy/efficiency/index_en.htm)

EU Commission has also proposed a Directive on energy end-use efficiency and energy services COM(2003)0739 setting a target of 1% annual savings. During the first reading on 7<sup>th</sup> June the European Parliament proposed an incremental target of savings: 3% for 2006-2009, 4% for 2009-2012 and 4.5% for 2012-2015, representing 11,5% savings compared to the no-action scenario.

[www.europarl.eu.int/committees/itre\\_home.htm](http://www.europarl.eu.int/committees/itre_home.htm)

The EU Council of Ministers of Energy held its meeting on 28<sup>th</sup> June. The Ministers welcomed the green paper on energy efficiency and reached a political agreement on the directive proposal but setting indicative targets rather than mandatory targets, proposed by the Commission and reinforced by the Parliament. However, it has been proposed that Member States will be required to take steps towards achieving this indicative target.

[ue.eu.int](http://ue.eu.int)

### ● UITP presented Mobility in Cities Database, illustrating current mobility worldwide.

UITP, the international association of public transport, presented during Rome congress its last version of Mobility in Cities Database (MCD), gathering 120 mobility indicators in 50 cities across the world.

This important source of information for actors of urban mobility analysed major urban trends for the period 1995-2001 and concluded that:

- > Car equipment have been significantly raising over this period (+11%)
- > In parallel, public transport networks have been extended
- > Urban sprawling has been increasing with a density of urban area falling by 6% in 6 years
- > During the period 1995-2001, we witnessed a stable modal share of public transport in urban journeys, a growing modal share of private car and a decreasing modal share of walking and cycling.

Comparisons between cities allowed the identification of best practices in the field of policy measures able to help maintain and increase the modal share of public transport regarding parking policy, quality of service, commercial speed, coverage of service.

Socio-economic considerations, including cost of operations, energy consumption and external costs are useful to assess the total cost of public transport for the community.

Comparisons and analysis led to three recommendations to decision makers:

- > Control urban sprawling through adequate planning
- > Better balance the use of modes of transport through smart charging / use of space / infrastructures
- > Support public transport through sustained investment and establishment of transport authorities with extended responsibilities.

The Database will be released in Autumn 2005.  
<http://www.uitp.com/publications/mcd2/>

### ● UK Department for Transport launches debate on road charging

The Department for Transport published in May 2005 National Statistics of average Traffic

speeds in English urban areas in 2004. This report shows that average speed on roads in large urban areas was 33 km/h during peak hours. However, almost 30% of this time was spent at a speed under 8 km/h (and 20% during off peak hours).

Average speed has decreased very little since 2000, but the part of time spent at very low speed increased in the peak periods.

In this context, the Secretary of State launched in June a debate on a national road charging aiming at reducing congestion.

Roads would be charged from 0.02€ per kilometre in less dense areas to 1.25€ per kilometre for the busiest roads, leading to an expected 40% reduction of congestion in urban areas with only 4% less cars using the roads. Road charging would replace current duties on petrol, leading to a situation where 50% of the traffic would pay less than current taxes on fuel and only a small proportion (0.5%) would pay the maximum charge.

Further research on technology has to be undertaken to ensure privacy, to allow other-developments such as customised insurance fees directly related to the distance travelled, but State Secretary announced a decision in the next 2 years on a pilot running within 5 or 6 years.  
[www.dft.gov.uk](http://www.dft.gov.uk) ● [www.smf.co.uk](http://www.smf.co.uk)

### ● Benchmarking initiative : end of year 2

The Urban Transport Benchmarking Initiative is a EU funded project gathering a group of participants representing local and regional urban transport stakeholders from 35-40 cities. The objective is to undertake a comparative analysis across stakeholders by gathering a set of common performance indicators covering urban passenger and freight transport, exploring several thematic working groups on topics agreed by the participants, organising site visits for

the working groups through which to identify and study best practices and disseminating the results.

The project is managed by a consortium of three companies: Transport and Travel Research Ltd (TTR), The International Association of Public Transport (UITP) and the Regional Environmental Center for Central and Eastern Europe (REC).

The end of year 2 conference has been held in Brussels on 29<sup>th</sup> June and presented the findings and best practices identified by the four working groups: cycling and walking, social behaviours, urban transport organisation and policy, demand management.

Reports will be available in August on the project website. Proposal for new themes has been presented and the launch of year 3 is planned for next Autumn. Interested cities have still the opportunity to participate.

[www.transportbenchmarks.org](http://www.transportbenchmarks.org)

### ● PLUME final conference promotes integration of land use and transport planning

Planning and Urban Mobility in Europe (PLUME) is a EU funded project that is part of Land Use and Transport Research cluster (LUTR). It aims at facilitating transfer of innovation in the field of planning and urban mobility from the research community to the end users. PLUME has been initiated in November 2002, organised two workshops in 2003 and 2004 and held its final conference in Cologne, Germany on 15<sup>th</sup> June 2005.

The conference stated the issues that national and regional governments were facing and provided examples of Bucharest, The Hague, Cologne, and best practices in the field of integration between land use and transport planning.

During the conference were also presented the national frameworks for sustainable development strategies.

[www.lutr.net](http://www.lutr.net)

## News from the cities

### ● New service provision in Lisbon

In order to better take into account mobility needs of citizens and to reverse the current trend (32% fall in patronage in 15 years), Carris, the State owned company operating Lisbon public transport networks, is significantly changing the structure of its surface network.

The new proposed network:

- > Will work in tandem with the rail networks, with a more circular and less radial concept on its routes;
- > Will function on the basis of segments, providing connections which are faster, more direct and more frequent;
- > Will provide services for the city boroughs which simplify transfer to different forms of public transport.

In order to achieve these goals, the network proposed by Carris will be split into three levels :

- > a structural network, made up of buses and light railways on 18 routes, acting as a

complement to the "heavy" service (railway and underground);

- > an intermediate network made up of 20 routes functioning as feeder for the structural network;
- > a local service network (based on city boroughs) made up of 20 routes, operating on short stretches and ensuring one or more connections to the rail and underground network in a maximum time of 10 minutes.

The planned bus network will comprise 58 routes. More than 75% of Lisbon's population (435,300 inhabitants) will have a train or underground at less than 6 minutes' distance.

This new network will start off with 4 to 6 routes in each segment as a pilot scheme. The aim is to detect any problems and introduce improvements that can then be applied to the remaining lines that are part of the network restructure.

Providing the right service to the right person

will allow high speeds and frequencies for those who need to travel quickly and direct services for those who value them. This project announced in January should progressively enter in service by the end of the year 2006.

[www.carris.pt](http://www.carris.pt)

### ● Mobile phone services to be implemented in London Underground

Ken Livingstone, the Mayor of London announced in March a consultation aiming at exploring possibilities offered by new mobile technologies in order to improve passengers' journeys in the Underground. These services consist in audio or video broadcasting and wireless Internet. Many interested companies expressed their interest and have been asked to fill the consultation document by June 30<sup>th</sup>.

The trial should start in a station in 2006. The implementation could begin in 2007 for an availability of services in all stations of the

network in 2008. Coverage of tunnels and moving trains will be addressed later.

All revenues from these services will be re-invested in the Underground network to fund further improvements  
[www.tfl.gov.uk](http://www.tfl.gov.uk)

### ● Successful partnership between public transport and car sharing in Hamburg

Hamburger Verkehrsverbund, the local public transport authority, announced in June new developments of its successful partnership

with Greenwheels, a car sharing company, initiated in 1998.

New prices for short term car rental based on an easily structured tariff-system are proposed to holders of public transport season passes, exempting them completely from any entry fee, deposit or monthly fixed rates. Service is available by phone and online 24 hours a day. The success of online booking system led to the closing of the rental office near to central station.

For a middle-class car, rental cost range from 1€ per hour +0.10€/km during nighttime to 3€ per hour +0.10€/km during daytime, allowing average

savings of €200 per month compared to the cost of car ownership and use. At the moment 60 vehicles are available in 30 rental locations in Hamburg, additionally locations are in preparation.

To promote the cooperation, HVV uses its marketing channels, i.e. by placing advertisements on its railway stations or distributing mailings to households around the rental locations. Apart from that there are no costs for the Hamburger Verkehrsverbund arising from this partnership.  
[www.hvv.de](http://www.hvv.de) ● [www.greenwheels.de](http://www.greenwheels.de)

## Analysis

### ● Congestion charging in London: feed back from a two years old innovative experience

Since February 17<sup>th</sup> 2003, car, van and lorry drivers have had to pay a charge when entering the central zone of London in peak hours. This scheme is part of the Mayor's Transport Strategy and is implemented by Transport for London (TfL), the Organising Authority. It has four main objectives:

- > Reducing congestion
- > Make radical improvements in bus services
- > Increase travel time reliability for car drivers
- > Make the distribution of goods and services more efficient

Since February 2003, several monitoring reports have been published by TfL. The third annual monitoring report has been published in April 2005 and provides facts and figures regarding the initial expectations, the immediate consequences just after introduction and the mid term consequences after more than two years of operation.

#### Principles of the scheme:

The congestion charge applies in a 22 square kilometre zone in central London, from 07:00 to 18:30, Monday to Friday. Drivers of all four-wheel vehicles except buses, taxis, emergency vehicles, certain clean fuel vehicles and vehicles driven by disabled people (holders of a Blue Badge) have to pay the congestion charge to enter and circulate into the zone.

The charge for one day used to be £5 (about €8) from the start and has been raised to £8 (about €12) in July 2005. There is a 15% discount for monthly/annual payments and for vehicle fleets and a 90% discount for residents of the congestion charging zone. It is important to underline that no charge applies to the Inner Ring Road, the boundary of the charging zone.

The charge is payable in advance through a wide range of distribution channels: retail shops, Internet, SMS, call centre and interactive voice response. Customers pay to enter their vehicle's registration number on TfL's database. The zone is monitored by CCTV. Every registration plate is recognised by an automatic system and is compared to the database of payments made. When a plate is not found in the list a Penalty Charge Notice is sent to the owner of the

vehicle. The fine amounts to £100 (reduced to £50 for prompt payment within 14 days).

#### Main impacts and new findings:

Congestion charging has had immediate impacts on journey travel times, reliability, level of congestion and public transport patronage. The latest report has shown a confirmation and a reinforcement of some benefits. Some impacts, especially on businesses, have been difficult to assess separately from the general economic situation, but TfL believes that the overall impacts on business have been neutral.

#### Impacts on congestion:

The major objective of the scheme is to reduce congestion, measured in terms of excess delay to drive one kilometre, compared to the reference time during night-time. The decrease just after charging began is tremendous: congestion fell by 30%, which was in the top range expectation for the scheme. This decongestion occurred not only during charging time, but also in 'shoulder' periods, showing that few people are driving around the zone, awaiting the end of charging hours.

Further analysis showed that decongestion was largely due to lower waiting time at traffic lights, rather than to an average increase of vehicles' speed. Decongestion levels have remained the same in 2004, showing the sustainability of these benefits, although variability of congestion has been increasing. The Inner Ring Road, albeit outside the charging zone, also benefited from decongestion effects, due to specific traffic management measures. Radial roads leading to the charging zone also experienced a slight congestion decrease.

Global congestion, considered at a regional level, doesn't seem to be impacted by the congestion charging introduction.

#### Impacts on traffic and environment:

The number of vehicles entering the zone significantly decreased with the introduction of charging, with an average traffic reduction of 18% for four-wheel vehicles that has been maintained in 2004. This figure includes buses and taxis, whose traffic rose by respectively

23% and 17%. The number of private cars entering the zone in fact fell by 33% !

The impact on two wheelers is also significant. 12% more powered two-wheelers entered the zone every day in 2003 compared to 2002. In 2004, there seemed to be a reverse trend with 3% less motorbikes. Pedal cycles were 19% more numerous in 2003 compared to 2002, with an ongoing trend for 2004 (+8%).

Traffic patterns for driving within the zone are comparable to traffic patterns entering the zone. Impacts on the Inner Ring Road and radial roads are roughly the same as for congestion; TfL measured a slight traffic decrease.

Environmental impacts are related to traffic patterns provided that NOx, PM10 and CO<sub>2</sub> emissions are directly related to the number of vehicles kilometres. In the congestion charging zone, local pollutant emissions have fell by 16% since 2002. Part of these benefits (4 percentage points) are due to technological improvements but the main benefits are due to the charging scheme. Similarly, CO<sub>2</sub> emissions in the central zone fell by 20% and fuel consumption by 19%.

Despite these positive results, one should bear in mind that at a regional level, congestion charging seems to have no impact on air quality.

#### Impacts on public transport use:

In parallel with the reduction of car traffic, TfL has witnessed a tremendous increase of bus patronage that started in 2000, thanks to the Mayor's Transport Strategy, but that has been accelerated with the congestion charge.

During the first year, 37% more people were entering the zone by bus: half of this increase is explained by a background trend initiated in 2000, and the other part is directly due to congestion charging. Further analysis has been carried out showing that bus load was stable demonstrating that service provision was in accordance with the growing demand.

In 2004, this trend has been ongoing with 12% more passengers, that could have been attracted by additional improvements in scheduling and operating management of bus services.

In contrast, Underground frequentation decreased by 7% in the first year of operations. However, this seems to be a trend witnessed in the whole network and not imputable to the congestion charge. Similarly, few effects on National Rail services have been measured.

The possible reasons for this increase in bus patronage are both people shifting their mode of transport and increased reliability of bus services. About 60-70% of the former 70,000 car movements who no longer enter the charging zone have transferred to other modes of transport. These 35-40,000 car movements represent 40-45,000 car occupants. 40% have been transferring to bus, 50% to underground or rail and 10% to walking, cycling or taxis.

The reliability of bus services significantly increased with a 30% drop in excess waiting time and a 60% reduction of traffic disruption.

**Financial balance:**

For the 2004/2005 period, financial revenues amounted to £190 million, coming from

charges (£118 million) and from enforcement (£72 million). The operation cost of the scheme amounted to £92 million leading to a net result of £97 million.

All revenues from congestion charging must be reinvested in transport in London. In 2004/05, 80% of these revenues are to be spent on bus network improvements and 11% on road safety measures.

A preliminary cost benefit analysis, published in the Second Annual Report in April 2004, suggested net annual benefits of £50 million.

**Perception by inhabitants, visitors and businesses:**

Despite initial negative expectations from a significant part of the population, the congestion charging scheme is largely supported, provided that it doesn't affect daily lives of many Londoners, it improves public transport services that are used by a large part of workers and visitors and it improves traffic conditions for inhabitants.

Impact on businesses are in some cases perceived as negative, particularly for cafés and restaurants keepers. Results from TfL's research suggest that congestion charging has had a broadly neutral impact on overall business performance. However, evidence is hard to show in a short term study, and external reasons are difficult to separate from congestion charging effects.

However, the number of people supporting the scheme is growing. One reason among others is the fact that revenues from congestion charging are used to improve public transport services. This has encouraged the idea of increasing the charge from £5 to £8 and the project consisting of the westward extension of the zone, currently in the public debate.

**For more information:**

- > Transport for London: [www.tfl.gov.uk](http://www.tfl.gov.uk)
- > Mayor of London: [www.london.gov.uk](http://www.london.gov.uk)
- > Congestion Charging: [www.cclondon.com](http://www.cclondon.com)

## Questionnaire to our readers

**In order to improve our publication, we would be grateful if you could express your opinion on the following topics**

**1/ Themes :** what is your interest in the following themes (1 highest -> 5 lowest)

News from Europe	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>	News from other continents	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
News from cities	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>	Focus	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
News from companies	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>	Analysis	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>

**2/ What would you like to be developed in order to enrich the publication ?**

- |                                   |                                     |
|-----------------------------------|-------------------------------------|
| <input type="checkbox"/> charts   | <input type="checkbox"/> references |
| <input type="checkbox"/> pictures | <input type="checkbox"/> interviews |
| <input type="checkbox"/> figures  | <input type="checkbox"/> other      |

**3/ What is your opinion regarding:**

The frequency of publication (4 issues/year):

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The format (4 pages):

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**4/ Other comments or remarks about EMTA News**

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