



Consultation response

To : European Commission Green Paper - “Towards a new culture for urban mobility”

EMTA is the association that brings together the authorities responsible for public transport in the main European cities. EMTA promotes the exchange of information and good practice in the field of public transport organisation, planning and funding.

EMTA has 30 members across 17 European countries, their public transport networks serve more than 80 million European citizens.

Preliminary:

The metropolitan transport authorities have for a long number of years taken responsibility for organising, planning and financing public transport services in areas comprising not only the main city but also ins sprawling suburbs, at times covering a whole region as is the case for Verkehrsverbund Berlin Brandenburg, Syndicat des transports d’Île de France or Transport for London for Greater London. The strength of such authorities is precisely to embrace a metropolitan area beyond the city boundaries that corresponds better to the real travelling needs of local inhabitants’ mobility, notably in their economic and social activities.

Due to the fact that metropolitan transport authorities are made up of different levels of institutional bodies from central government to regional and sub-regional governments to local authorities, the policy decisions they are responsible for implementing, embrace a wide variety of prerogatives linked to public transport services, road traffic management, sometimes urban design. Hence metropolitan transport authorities are well placed to ensure consistency in the measures related to mobility issues. They are best placed to tie together measures that fulfill complementary objectives such as economic growth and social inclusion for example or to facilitate the articulation between short term actions like Green Zones with mid -term actions like Mobility plans within the overarching long term planification of urbanization and economic development of the region.

The valuable experience of the metropolitan transport authorities has been built to take into account local circumstances in their institutional, social and economical aspect and by unfolding progressively their policies. Although their main missions of organizing, planning and funding public transport are similar, the organizational schemes of metropolitan transport authorities are quite different across Europe. Although they face similar challenges in delivering attractive and safe transport services, in pursuing higher quality of services that better met the evolving needs of the population and fulfill social objectives in spite of sprawling urbanism and struggle for lack of funding, their responses are fairly varied and the actions they choose to take quite diverse. Metropolitan transport authorities have experienced that there is no unique solution but rather inspiration taken from others and remodeled to fit local circumstances.

The strong and lasting experience of metropolitan transport authorities make them the key actors acting in the fore front to deliver a sustainable urban mobility. This very specific role should be better acknowledged by the Commission.

In particular:

We agree that the European Union has a role to play in promoting sustainable urban mobility and that locally accountable transport authorities have an instrumental role to play in implementing the urban transport strategies that best suit their needs.

We would welcome “joined-up thinking” on European Union policies that have a significant urban dimension from transport and energy to employment and inclusion issues to urban planning and development.

We want to emphasize the growing pressure put on public transport systems in the greater metropolitan areas in achieving sustainable mobility and therefore the related growing needs of funding such systems.

We express our willingness to share with the European Commission our knowledge on good practices, participate in the dissemination of experience and provide useful data published by EMTA. (Barometer and report on infrastructure financing for example)

We encourage EC funding of trials and experiments to stimulate innovation, and guidelines and forums to disseminate good practice but we would also welcome larger schemes of funding taking into account sets of measures for an integrated urban mobility policy including financial help for infrastructure projects even in the largest metropolitan areas.

Towards free flowing towns and cities

Q1-Should a “labeling scheme” be envisaged to recognize the efforts of pioneering cities to combat congestion and improve living conditions?

Q2-What measures could be taken to promote walking and cycling as real alternatives to car?

Q3-What could be done to promote a modal shift towards sustainable transport modes in cities?

EMTA believes that the Labelling of cities to highlight their exemplar initiative is truly informative and bears a pedagogical aspect. Many examples of policy measures successfully implemented across metropolitan areas have been a source of inspiration among the network to reach certain objectives even with different tools. Labeling should acknowledge achievement and stimulate innovative approach bound to local constraints. However unnecessary competition must be avoided and **and the labeling should never be seen as a criteria** for EC to further select projects and grant related funding.

➤ *EMTA would be pleased to work with the EC on the development of such labeling schemes and criteria and to assist EC in diffusing best practice.*

Encouraging a comprehensive approach on Mobility Management as the response to congested cities and towns calls for innovative measures first to promote alternatives to the use of private cars (all means of public transport and public-private modes) and second to promote a comprehensive and **integrated mobility information service yet to design** including public transport, road traffic, parking

facilities including bikes, pedestrian facilities and recommended routes etc... and the related benefits for everyone's health.

Encouraging citizens to make the sound choice is only acceptable if the infrastructure is adapted: **planning and funding** must be devoted to bike lanes and pedestrian path safely designed and maintained, as well as to accessible parking and intermodal interchanges. Walking has to be made more comfortable for people. This means allocating more space for footpaths, avoiding detours for pedestrian paths and limiting the waiting time to cross a road. Urban design and town planning should integrate this enlarge vision of mobility flows, **projects combining the skills of town planners and mobility managers should be encouraged.**

➤ *EMTA encourages joined up strategies across EC Directorates-General to embrace the wider scopes of road safety, noise and health and would welcome the related funding streams to support innovative projects from city regions.*

As a reference, Paris, Lyon, Barcelona have implemented successful however different bike rental schemes. Stockholm and London have experimented with success congestion charging while Lyon and Ile de France have seen a modal shift achievement supported by other incentive measures related to higher quality of services, of interchanges of car parking or bike parking facilities to enhance intermodality in an overall urban transport plan. (PDU)

More:

On sustainable urban transport plans or measures see:

- *Helsinki transport system plan PLJ 2007 : [Emta news n°28](#)*
- *Amsterdam key action plan : [Emta news n°30](#)*
- *Barcelona Mobility master plan 2007-2012 : [Emta news n°30](#)*

On behavioral shift see:

- *Lyon survey on household mobility : [Emta news n°28](#)*
- *Helsinki [Emta news n°23](#) and Lyon [Emta news n°26](#) on incentives to encourage PT use for employees*
- *Ile de France region on more adapted services at night [Emta news n° 22](#)*

On promoting walking an cycling see:

- *Sevilla mobility schemes, Sheffield integrated way finding system [Emta news n°28](#)*
- *Cycling in Lyon [Emta news n° 26](#)*
- *TfL London on cooperation with businesses to promote cycling [Emta news n°23](#) and bike rental based on mobile technology [Emta news n°20](#)*

On promoting alternatives see:

- *Hambourg public transport and car sharing partnership [Emta news n° 21](#)*
- *Brussels on car sharing supported by public transport Authority [Emta news n°14](#)*

Towards greener towns and cities

Q4-How could the use of clean and energy efficient technologies in urban transport be further increased?

Q5-How could joint green procurement be promoted?

Q6-Should criteria or guidance be set out for the definition of Green Zones and their restriction measures? What is the best way to ensure their compatibility with free circulation? Is there an issue of cross border enforcement of local rules governing Green Zones?

Q7-How could eco-driving be further promoted?

Clean and energy efficient technologies are a real challenge in metropolitan areas. There must be a wide and open approach to innovation with respect to this topic. There might not be one solution, rather a balance of different measures. They will range from incentive measures in the fiscal regime and the promotion of alternative modes to the challenging targets of pollution reduction among which alternative fuels, yet to design and implement. A plan to increase the use of bio-fuels in Europe so as to meet the target of 10% use of bio-fuels in the transport sector of EU-27 by 2020 is to be released soon by EC Energy Directorate. Nevertheless there is still uncertainty as to whether it will help in achieving the target, the Joint Research Center said.¹ In any event EMTA believes that biofuel targets must be accompanied by strict sustainability guidelines.

EMTA encourages a variety of measures focusing on private car emissions (compliance with Euro standards becoming more stringent, stretching targets of CO₂ emission, guidance on the internalization of external costs in assessing private car use) as well as public transport fleet emissions (public subsidies for bus procurement should be bound to ecological criteria) or light- commercial vehicles, and also waterborne and maritime emissions that should be monitored and reduced. EMTA would also welcome quiet-vehicle standards and the monitoring of sound level and air quality in a more comprehensive way.

Trials and experiments using alternative fuels emitting little carbon dioxide are currently underway. They should be encouraged and should benefit from European funding streams while EC should stimulate research and innovation in technical solutions including catalytic converters and particulate filters. EU-wide dissemination of the results could be seen as a signal to suppliers to focus on eco friendly vehicles.

Access to some zones of the city center or road pricing could be made dependent on whether the vehicle is clean or not. For such plans to be practical, the criteria of cleanliness should be based on agreed European standards like Euro emission standards.

➤ *EMTA supports trials in use of alternative fuels, dissemination of good practice and further technological research*

Joint procurement of greener fleets is seen as a way to create a market space for industrials to develop innovation. However there is a fear that innovative technology would translate into **higher costs** that would have to be covered by raising tariff schemes in public transport.

¹ Source : JRC research institute of the EC - Financial Times 18 January 2008

At least Public procurement must include in the award criteria lifetime costs for pollutants, CO² emissions and fuel consumption, and comply with the highest Euro Standards.

However to achieve a significant reduction in pollution, **public transport's share should be increased and** rail/light rail public transport being the greener of all, it should be promoted in metropolitan areas and supported by additional EC funding in particular it should be avoided to discard existing light rail infrastructure which happens notably in Central and Eastern countries.

The development of **Green Zones** to counter congestion nuisance and poor air quality is important. Interesting examples are already "on display" in cities EU-wide dissemination of guidelines taken from practical examples and suggesting wide options to be further selected by local authorities as best suits. EMTA believes, however, that local transport authorities must have the freedom to design schemes that best meet their own unique circumstances and the political priorities of their civic leaders. Besides it is important that clear readable signage is made of rules governing such zones in order for citizens to be aware whenever they trespass the rules. Furthermore as rules would apply to local citizens as well as visitors, guidance from the European Commission on such signage and communication would be welcome.

EMTA supports as well eco-driving for which a publicity campaign could be launched at European level to complement existing national initiatives of such campaigns. Manufacturers should also be encouraged to promote eco-driving techniques as part of their sales promotion. Finally technical guidelines and recommendations should be designed at EU level and properly disseminated so as to be delivered in driving schools as the standard way to drive.

More:

- [*As a reference: Ile de France has implemented Zones 30, Helsinki restricted access at time in the day to inner city for heavy delivery trucks; London has just launched a Low Emission Zone*](#)
- [*On trials on alternative fuels see: Helsinki: Emta news n°30*](#)

Towards Smarter Urban transport

Q8-Should better information services for travelers be developed and promoted?

Q9-Arefurther actions needed to ensure standardization of interfaces and interoperability of ITS applications in town and cities? Which applications should take priority when action is taken?

Q10-Regarding ITS how could the exchange of information and best practices between all involved parties be improved?

Better information services are keys to a smarter mobility. Such information however must reflect the fact that journeys are multi modal and providers of services multiple.

Measures such as smart charging, dynamic traffic management including timetables, road traffic congestion, parking availability etc...call for shared real-time data between operators and applications and thus for exchange protocols to be put into place. The implementation of Galileo in 2013 will certainly help in designing standards.

Service providers may not be one of the local transport operators and it could be efficient to have services available through one provider with a unique interface for many cities in Europe. For such service providers to emerge, access to real-time data has to be accessible and set in a non-proprietary format. Rules may be needed to enforce this situation.

Many innovations are to be expected in relation with the use of mobile phones for transport information, for the purchase of fares and for access control. At this stage, the priority is to let solutions be experimented and to disseminate the results.

However for those several cities that have already **invested in ITS** of their own design, particularly in travel information via website, journey planner, mobile phone or navigation system for pedestrians, the potential for improving interoperability might translate into considerable additional investment. At that point such cities should be given time and possibly financial help.

➤ EMTA would support harmonization in standards of interoperability, and encourage innovation supported by EU funding streams and best practice dissemination possibly based on the several existing forums. As ITS technology is highly volatile, guidelines should remain open.

[On information services see](#)

- [BAIM project with RMV Rhein main transport association and VBB Berlin Emta news n°24](#)
- [Hannover Mobile complete mobility package Emta news n°23](#)
- [Sheffield integrated \(pedestrian & public transport\) Way finding Emta News n°28](#)

Towards accessible urban transport

Q11-How can the quality of collective transport in European towns and cities be increased?

Q12-Should the development of dedicated lanes for collective transport be encouraged?

Q13-Is there a need to introduce a European Charter on rights and obligations for passengers using collective transport?

Q14-What measures could be undertaken to better integrate passenger and freight transport in research and in urban mobility planning?

Q15-How can better coordination between urban and interurban transport and land use planning be achieved? What type of organisational structure could be appropriate?

Increasing the quality of collective transport requires a broad strategic approach and at the same time a set of measures to encourage modal shift from private car to public transport.

Decisions in this field are clearly local ones as they reflect local aspirations, constraints, and possibilities and there is no one solution that fits all.

However in some metropolitan areas the public sector would benefit from a more supportive legal framework that would give local governments the ability to plan, specify, regulate and fund, the public transport network at the desired level to support city regions' economical and social objectives.

Most of all, increasing attractiveness and quality of public transport requires higher levels of investments and induce higher operational costs. New ways of funding have to be explored possibly through the ability to raise additional fund with locally appropriate taxation mechanisms, however this in turn requires to enlarge local governments ability scope to the taxation field and or to the access to central government grants where available.

➤ *EMTA feels concerned about the growing pressure on transport systems costs (operation and investment) in metropolitan areas.*

Dedicated lanes for buses have proved efficient with a higher commercial speed and more so if accompanied with rights of way. Trams running on their own tracks are also efficient services.

They should be encouraged as much as possible and especially when designing new infrastructure projects at the very time when allocation of space is decided.

Concerning the concept of rights and obligations for passengers using collective transport.

Already many of EMTA members apply such behavioral codes towards passengers (often included in the quality of service standards required from the operators), they are especially relevant in case of disruptions of service. An important remark has to be made: the quality of services serves indeed the passengers rights. This quality might be seen as a prerogative of the Transport Authority in that the Authority may want to set the level of quality when negotiating the contract with the operator and the level of price for the requested quality.

On the other hand a Charter can be seen as a management tool to stimulate operators to better achieve quality targets. However such charter should reflect the specificity of mass transit urban systems characterized by open access, short distance, low fare and high volume, contrary to long distance trains for example. Also in some fields like accessibility to people with reduced mobility, existing systems dating back to 100 years or so will be difficult to improve (typically metro systems in London or Paris) and financially unaffordable, there must be a choice for local authority to provide alternative services in such cases.

Also it is worth noticing that the more binding the rules are, the more costly they prove both for the operator and for the authority, in some cases they should be weighted against the likely level of refund payments in case of claims.

Due to the variety of local circumstances, EMTA thinks that a detailed European Charter would run the risk of either lowering standards compared to local existing behavioral codes or impose unaffordable inappropriate targets, especially in case of older systems.

Several metropolitan areas have developed strategies to include freight transport and passenger transport.

The EURFORUM Strategic Research Agenda (FP6 project with the aim of prioritizing research topics in Urban Mobility which ended November 07) pointed out the necessity of further research in this field. Funding should be devoted by EC to undertake such research and demonstration projects.

The coordination between land use planning and urban and interurban transport planning would strongly benefit from an increased interaction between related authorities. Land planning authorities should include at the very first step mobility needs in terms of bus lanes, bicycle path, light rail tracks, pedestrian path, and optimize as much as possible existing infrastructure "building the city on the city" and avoiding sprawling away from public transport facilities. (It should be noted that in many respects living in cities incurs less energy consumption and CO2 emissions. For that reason measures that support or subsidize rural settlements and activities should not be encouraged.) In turn transport

authorities could optimize services and reinforce provision where urban density increases. Joint efforts would prove efficient.

Planning decisions are sometimes taken at the local level but have impacts or externalities at the level of the metropolitan area. It would be adequate to give some control on land use at a metropolitan or regional level. It is certainly recommendable that consistency is achieved in the lay out of different planning scale and that for example Mobility Plans would fit into wider over-arching urban planning rather than remain isolated schemes.

However, EC shouldn't impose a unique scheme of decision but rather leave it to the local authorities to integrate the usual different levels of administrative decision.

Better coordination could be found also through EC Directorate policies joint efforts to see the importance of supporting metropolitan areas economies and the key role of public transport, thus supporting selected operations that aim at developing public transport networks and urbanization within urban conurbation rather than highways infrastructures.

➤ *EMTA would welcome from the EC funding demonstration projects, drawing guidelines and disseminating successful experiences.*

More:

- *[As a reference for freight integration: Helsinki Metropolitan Area has experienced for many years joint transport plans for passengers and goods; Amsterdam experiences Cargo-trams;](#)*
- *[As a reference on disabled passengers: Ile de France Master Plan on Accessibility](#)*

Toward Safe and Secure Urban transport

Q16-What further actions should be undertaken to help cities and towns meet their road safety and personal security challenges in urban transport

Q17-How can operators and citizens be better informed on the potential of advanced infrastructure management and vehicle technologies for safety?

Q18-Should automatic radar devices adapted to the urban environment be developed and should their use be promoted?

Q19-Is video surveillance a good tool for safety and security in urban transport?

About road safety, EMTA would welcome measures such as speed enforcement monitored by cameras, (or radars) or the development of technologies for safer vehicles, promotion of in-vehicles information design for example. Also an emphasis on teaching safety in schools and driving school would benefit to pedestrians, cyclists and drivers and help a change in behavior.

➤ *EMTA thinks Research on safety enhancing technology must be encouraged by EC.*

About safety and security in the urban transport networks, the use of camera surveillance is recognized as a means to combat crime and the fear of crime which represent strong disincentives to the use of public transport. Many public transport networks have invested in such equipment, nevertheless a wider approach including dedicated trained staff is necessary.

- *EMTA sees a need for a specific forum of restricted access convened by EC that would address all levels of authority national, regional and local including transport authorities as well as operators providing a clear insight on the risks incurred and ensuring that relevant and needed information circulate among participants.*
- *EMTA believes in learning from experience in the field of safety and security, and encourages funding of demonstration projects.*

Creating a new urban mobility culture

Q20-Should all stakeholders work together in developing a new mobility culture in Europe? Based on the model of the European Road Safety observatory, could a European observatory on Urban Mobility be a useful initiative to support this co-operation?

EMTA believes that developing a new urban mobility culture requires joint efforts and joint thinking of all stakeholders and supports the idea of a European Observatory on Urban Mobility. Such Observatory would provide consistent and comparable information on the transport systems across Europe and serve as a resource center for collecting best practice analysis.

- *EMTA has already an experience in collecting such data through the publication of the [EMTA Barometer](#) (3rd edition issued July 2007). Also the [EURFORUM project](#) core group (to which EMTA belongs) could bring valuable knowledge and methodology built on the outcomes of the project to the settlement of such Observatory. FP7 programme could be used to fund a pilot project with this objective.*

The Financial resources

Q21-How could existing financial instrument such as structural and cohesion funds be better used in a coherent way to support integrated and sustainable urban transport ?

Q22-How could economic instruments, in particular market-based instruments, support clean and energy efficient urban transport?

Q23-How could targeted research activities help more integrating urban constraints and urban traffic development?

Q24-Should towns and cities be encouraged to use urban charging? Is there a need for a general framework and/or guidance for urban charging? Should the revenues be earmarked to improve collective urban transport? Should external costs be internalized?

Q25-What added value could, in the longer term, targeted European support for financing clean and energy efficient urban transport bring?

➤ **As a preliminary, EMTA stresses the growing pressure put on metropolitan areas public transport networks and the related need for higher funding both of operational costs and investments.**

At this time, there is no clear vision of the future of Public Transport and how cities/ regions will be able to fund the expected improvements of the transport services and of the infrastructures. While ways to improve quality and attractiveness of transport services or development of alternatives modes or cleaner vehicles are explored through this Green Paper few suggestions are made or clues offered to explore new ways of funding in order to help solving the crucial financial aspects.

EMTA undertook a **survey on infrastructure financing among its members across Europe**. The report will be sent to the European institutions. The report underlines the fact that smaller schemes such as bus-based infrastructure can be developed and implemented by Local government, but more expensive schemes such as light rail (favored for its green aspect) and of course rail, require regional or even central Government involvement. It underlines also that for the time being, public transport infrastructure investments come primarily from public funds.

Structural and cohesion funds could better help in delivering urban mobility sustainability:

As a general principle, cohesion and structural funds have a significant role to play in delivering sustainable urban mobility. Where actions are financed under the Convergence programme it is expected that they meet the objectives of the Green Paper and in particular that they favor public transport, alternative modes and fuels, integrated mobility information and encourage wherever possible the upgrading of existing greener transport such as tram lines or trolleybus lines. In New Member States delivering sustainable urban mobility is even more of a challenge. Currently operational costs are on the rise (partly due to ever higher oil price) while transport authorities are facing severe decreases in public funding.

There are three ways in which Structural and cohesion fund could better help:

- **Firstly** they could focus on urban regeneration and help otherwise unfunded public transport and walking and cycling improvements.
- **Secondly** EMTA points out that **many of Europe's large metropolises also face the challenge of pockets of deprived areas** and therefore they also should benefit from funding streams which is not the case at present when they rest only on insufficient national regional or local funds.
- **And thirdly**, improving urban mobility puts a further pressure on the level of provision of public transport services and induces higher levels of operational costs. This ever growing pressure calls for new ways of funding additional costs.

If we are to see a radical change in the mindset about urban mobility, then EC should on the one hand be selective in the choice of operations to be funded in that they are consistent with the Green Paper objectives of Urban mobility sustainability and on the other hand enlarge the scope of funding to bigger cities and metropolitan areas where the pressure for greater sustainable mobility is in line with the pressure for economic growth. Overall funding of public transport activities should be a priority.

- *EMTA would welcome the funding of demonstration projects in a wide variety of scopes within the sustainable mobility goal across European metropolitan areas, which in turn could call also the attention of national or regional authorities and hopefully draw the related funds.*

Passenger transport authorities think EU funding opportunities do not adequately support their needs in the sense the programme LIFE + (for environment) does for example in supporting demonstration, experiments and innovation but also wide scale actions all focused on environment.

Calls through FP7 are prescriptive in terms of the themes it will support. There is a wider urban transport funding through CIVITAS but criteria about size of urban area and necessary variety of measures do not meet the needs of metropolitan areas focusing on specific aspects of urban transport.

- *EMTA would support a change in this area and stresses that the point would be taken into account in the 2008-2009 review on EU funding that is to take place.*
- *In particular EMTA would support financial help about longer experiments, and projects about services in the transport field.*

The use of market based instruments such as vehicle taxation, fuel prices, land value capture, freight charges, carbon offsetting, however efficient they have or will prove, are largely a matter of local authority decisions. However EC should make strong recommendation that all incomes should benefit exclusively to sustainable mobility objectives.

- *In this field, EMTA would welcome a forum to demonstrate and showcase experience and good practice on the implementation of market based financial instruments.*

Targeted research activities could definitely help in integrating urban constraints and urban traffic development.

Again the EURFORUM project outlined the various areas where further research was needed to achieve better sustainable mobility while supporting the economic growth of urban areas and ensuring a better quality of life for its dwellers.

The recommendations of the project strategic research agenda could represent a first step to build on, a comprehensive knowledge has been set out which is worth using and it would save time. An action programme with priorities could be launched within a short delay, provided it could benefit from EC funding.

Concerning urban charging

EMTA strongly supports the move to ensure that external costs are included in the assessment of projects and in any transport decision making process.

The outcomes of the recent consultation launched by the Commission on appraisal methodology should bring more information on the process and probably show differences in approaching the issue. Internalization of external cost is seen as a key message to send to the public at large and could help a higher acceptability of urban charging schemes. However, prior to considering whether the model resulting from the consultation should form part of a revision to the Eurovignette Directive, all stakeholders should be further consulted on its final form and what uses it should be put too. In any event EMTA is strongly opposed to any revision of the existing Eurovignette Directive being extended in scope to urban roads.

Charging schemes where implemented have been successful (London, Stockholm). This however, brings up two remarks. Firstly it is once again a matter of local decision and/or national legal framework, besides if a model for the internalization of external costs was extended to all roads it would severely curtail this local decision making contrary to the principle of subsidiarity. Secondly it is worth noting that to make happen the modal shift from private car to public transport, it requires prior investment to raise the level of provision of transport services to face the foreseen increase of passengers. This means that the Transport Authority has to invest first on a significant level before it can see any financial income.

- *EMTA calls for financial help from EC for both the charging scheme and the anticipation of increase in service provision. This is particularly relevant in new Members States.*
- *EMTA would welcome wider dissemination and or showcase to help to promote measures on charging schemes. Where implemented, it is important that the revenues be earmarked to benefit mobility management policy.*

Finally, with the growing interest across the EU in road pricing and environmental/green zones, the problem of cross border enforcement of traffic offences is on the increase. One criteria for acceptability amongst citizens of such schemes is their equitable application. Identifying and then enforcing traffic offences against cross-border drivers is a problem that member states on their own cannot solve effectively. Action at a European level is urgently needed. The non-payment of legitimate penalties by cross-border drivers also leads to the loss of millions of euros that transport authorities could otherwise invest in public transport. EMTA calls on the European Commission to come forward with a directive for the effective enforcement of all cross-border traffic offences, whether criminal or administrative as soon as possible.

More :

[On funding needs to achieve ambitious goals of expanding the networks in metropolitan areas see:](#)

- Brussels Region and STIB combined new infrastructure, uplifting of stations an renewal of rolling stock [Emta news n°29](#)
- London Overground [Emta news n°29](#)
- Ile de France renewal of rolling stock [Emta news n°31](#)
- Madrid on large intermodaliy schemes [Emta news n°25](#)

[On charging schemes see:](#)

- Milano [Emta news n°26](#)
- Stockholm on first results of trial [Emta news n°25](#) on opinion survey [Emta news n°26](#)
- London on feed back after 2 years [Emta news n°21](#)

Cities Members of EMTA as of 1st January 2008

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