

News from the cities

• New Tarjeta Transporte Público: Smart ticketing comes to Madrid public transport

In early May of 2012, the Consorcio Regional de Transportes de Madrid (CRTM) launched the new Tarjeta Transporte Público (Public Transport Card). It is the contactless card that supports transport tickets issued by the CRTM for the whole public transport system in Madrid region.



The new card has a size and appearance similar to a credit card, and its goal is to replace the magnetic stripe tickets that were currently used in public transport. In fact, it is estimated that along 2013, 1,500,000 users within Madrid Region shift from the old Transport Pass to the new Tarjeta Transporte Público. This new card shows the holder's name, a photograph and a personal identification number, so it is a personal and non-transferable card that expires 7 years after its date of issue. The card records in its internal memory the holder's personal characteristics (age,

belonging to a group with special discounts) without being necessary changing or renewing of the card in case of those have been modified, because they will be updated automatically (as it is the case of age), or will be updated with its accreditation at a Public Transport Card Administration Office (in the case of belonging to numerous family or having a disability).

The new CRTM ticketing system based on a contactless card technology (DesFire EV1) has been designed and specified by the CRTM itself, so the Institution has a full control of the applications and the security infrastructure. In addition, the whole information generated by the system, i.e. customising, validation, inspection, charge/recharge, is processed in CRTM.

The CRTM, without intermediary, prepares all chips containing master keys, allowing authentication with the system, through SAM (Secure Access Module) or HSMs (Hardware Security Modules). The CRTM has been a pioneer in the use and custom design of HSMs systems in public transportation. This approach and technology make the new Tarjeta Transporte Público one of the most secure in Europe.

Moreover, the new card offers significant security advantages. For example, data can not be erased when the card contact with mobile phones or any other magnetic field as with the former magnetic Transport Pass. It integrates all the information in a centralized server, thus control and processing of the system allows CRTM to provide innovative services. For example, it is possible to transfer the initial card balance to another one in the event of its loss or theft, thus the initial card is inactivated into the system, preventing any fraudulent use, and allowing the user to retrieve the remaining days of the missed card.

Among the advantages of the new card, could be highlighted that the Transport Pass charged on the card has a period of validity of 30 consecutive calendar days as from their first use. This allows users to plan their purchase according to their needs, which will result in significant savings for them. In the other hand, information about the use of the card is stored on a central server, what will improve the knowledge of the mobility within the Region. In addition, the new contactless card will save more than 150,000 kilos of paper in the next 5 years and 30% in operating costs and maintenance of lathes.

The implementation of the new card has been gradual, starting with Zone A (capital city) for later continuing in the other areas and zones of the metropolitan and regional rings. It is expected that by the end of 2013 the cards can contain up to three different types of tickets, but in this first stage you can charge only the Transport Pass for Madrid City (Zone A).

CRTM is continuously evolving the system, so that is working on new channels of ticketing and cards recharging, in this respect, very soon in ATMs (banking cash dispensers), internet and NFC.

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● Seven years of metropolitan maritime passenger services in the Bay of Cadiz

Only in 2012, the service reached a total number of 431 022 passengers, of whom 21.3% used line Rota-Cadiz and line Cadiz-El Puerto de Santa María up to 78.7%. Between January and May 2013, passengers did 114,850, 35 daily returned expeditions from Monday to Friday in the line to El Puerto de Santa Maria and 15 to Rota, as well as a total of 34 expeditions on Saturdays, Sundays and holidays, distributed between the two lines.

This project of public transport, unusual and pioneer in Andalusia has become one of the main marks of Transport Consortium of the Bay of Cadiz, which only has similar references in the Ria de Vigo. After seven years of running, the service has reached the initial goal intended to turn the bay into a big public plaza connected and communicated through transport by sea.



The maritime fleet currently has four metropolitan catamaran boats that operate on both lines Cadiz-El Puerto and Cadiz-Rota. The service initially started with two boats that were built by the Government of Andalusia in 2005 through the Public Ports of Andalusia (now APPA), later two more boats were incorporated: one built by the APPA, and another by the Consortium itself, with some contributions from the Government of Andalusia.

The establishment of the two shipping lines was accompanied by investments in each port in the towns connected by this service (Cádiz, El Puerto de Santa Maria and Rota): building Metropolitan Marine Terminals, berthing points and facilities for passenger boarding and electronic information panels. The marine terminals were built by the Andalusian Government, through the APPA in 2006.

Later, thanks to the consolidation of the service, the Consortium undertook the expansion and reform of the Maritime Terminal of Cádiz (2008) and the improvement and expansion of the maritime terminal Rota (2011).

The marine terminals of El Puerto de Santa María and Rota were provided by parking cars (+ parking) for public use but preferred shipping service users, and all of them can be used + bike program and the advanced ticket sale, among other advantages associated with the use of the travel card of the Consortium.

On the occasion of the celebration of the seventh anniversary of the Maritime Service, last June 6, Transport Consortium made a scheduled visit with "OUR ELDERS", as it has done since 2010 with the "CLASSROOM CONSORTIUM PROGRAM".

Given the success it is having in the school program, this initiative was presented on the occasion of its anniversary. With all this, it is intends to convey the benefits of public transport to our senior users over 65 years. On this first occasion the visit was organized by the Delegation of Social Welfare, the two Centers Senior Assets of Cádiz: La Paz and Caleta, with the participation of 70 seniors, accompanied by two representatives from both centers and a consortium technician.



With the launch of the maritime service, the Consortium has managed to consolidate a maritime transport system in the bay that is safer, more frequent, of better quality and therefore more in line with the needs of the regular users of today. It is remarkable that the maritime service reduces travel time, diminishes environmental pollution, prevents congestion and circulation disorders and brings integration with the natural environment.

Since its launch, the maritime service of the Transport Consortium has contributed to the improvement of traffic conditions in the municipalities of the bay. On the other hand, it offers an affordable, convenient and efficient alternative for the private cards.

● + Bike program Cadiz de Bahia extends to ROTA maritime terminal with a free bicycle loan service

Since July 2nd, Rota marine terminal has a free bike service, thanks to its inclusion in the + Bike program. This bicycle storage facility, called "Gubi", was imaginatively designed and manufactured from stainless steel and transparent polycarbonate. The terminal is equipped with 10 units of bicycles for rent for free during this first phase of implementation. Also a new system of bicycle storage, available for users of the metropolitan transport lines was opened. All the bikes are labeled with the corporate image of the Consortium, equipped with locks and baskets at front. Free bicycle-use for cardholders transport was already available in maritime terminals of Cadiz and El Puerto de Santa Maria, and also in Jerez bus station.



With the commissioning of this action, all municipalities connected by public transport through maritime service belonging to the Consortium, have free bikes. They also join Jerez bus station, which is also attached to the program + Bike.

+ Bike program was implemented in 2006, with the objective of making available to the metropolitan public transport users to make their bike tours of the bay municipalities free of charge. With this service, users who travel Consortium card can use free bicycles to move around the urban areas of the municipalities of the Consortium, meeting the conditions set, turning the bike in an alternative mode of public transport and favoring its intermodality. The first terminal to join the service was Cádiz, which was followed by Jerez bus station and the seaport of El Puerto de Santa Maria in 2010.

+ Bike program is part of the ongoing commitment of the Transport Consortium of Cadiz Bay to promote the use of bicycles, which are part of other initiatives such as the Master Plan for the Development of Bicycle Transportation in the Bay of Cadiz. This Master Plan was recently approved by the Board of Directors of the Consortium at its last meeting that took place on June 6th. It carries a cycling network in the bay that will be 65 kilometer network of first order, of which 52 kilometers will be newly constructed.

Moreover, the program's inception in Rota + bike coincides with the entry into force of summer schedules of the shipping lines, which since June 22 have led to increased shipments for both lines of 52 additional outputs a week.

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Consortio Metropolitano de Transportes Bahía de Cádiz:
www.cmtbc.es

● Better public transport in Amsterdam: to benefit mass transit at less public funding

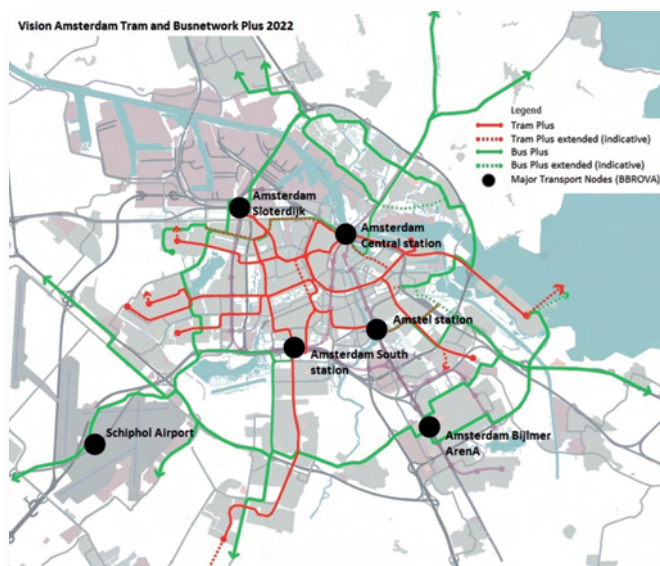
Bringing more travellers in tram, bus and metro to their destination faster is the joint ambition of Stadsregio Amsterdam and municipal transport company GVB. Moreover, this can be done with much less funding. With the transport plan 2014 'Towards better public transport' adopted by the executive committee of the Amsterdam City Region the has undertaken it's first concrete steps towards an improved network. Until 2024 incumbent GVB expects to make the Amsterdam public transport at least 10% safer, more than 20% faster, whilst attracting thereby a third more passengers. Ridership is expected to rise from 740.000 users in 2012 to somewhat less than one million in 2020. GVB envisages at least 40% less dependence on subsidy for operations in this period .

The Amsterdam urban transport contract is expected to be awarded in Autumn this year to the GVB until 2024. Stadsregio will make use of a new provision in Dutch law on the direct award to an inhouse operator, complying with the PSO-Regulation (COM 1370/2007) of the Commission.

Public transport in Amsterdam has to do with considerably less operating costs from 150 million in 2011 to around 50 million in 2024. But by making smart choices, the quality of public transport even goes up. GVB does so by responding to the changing mobility flows, to shorten a network to provide clear, dynamic travel information and by simply optimize the supply of service focused on where their users are concentrated to where they want to travel at shortened travel time. It also aims to improve social safety.

More high-frequency lines: shorter travel times

Public transport is not only available to all travellers, Amsterdam dwellers, occasional users and short stays (tourists), but also for students and commuters. Through new timetable concepts commuters and students should be brought faster to their destination, offering a easy and reliable transfer at one of the six main public transport nodes on the metro/railway ring: Schiphol International Airport, Amsterdam South station, Central station, Amstel station, Bijlmer-ArenA station and Sloterdijk-station.



The high-frequency metro is and will remain the backbone of the public transport, notably even stronger after the opening of the North / South metroline (foreseen December 2017). Trams and buses should be given a better connection to the various subway lines that offer higher frequencies.



The current "spaghetti network" of the Amsterdam public transport is dense, winds through the city and has relatively low frequencies. Today's regular traveller values more and more a high frequency. One reliable transfer on their trip is more or less accepted by regular users, provided the frequency of the service is high and therefore there are only short intervals to the connecting service.

As of 2014 public transport is going to focus on significant numbers of users. The focus shifts from a guaranteed offer of weak lines to corridors with particularly heavy ridership. Some of the least frequently used tramlines as well as bus routes will be curtailed or could eventually disappear all together.

To guarantee a large group of users more to travel to their destinations quicker, some 25 rarely used network stops (of a total of 1900 stops) will be eliminated in 2014. For the 3000 people

who use these stops daily, an alternative stop will be offered at a distance to maximum of 400 meters. In contrast, 80.000 people will be arriving faster at their envisaged destination.

The metro will eventually offer higher frequencies and does so in 2014 by as a first step by increase the frequencies on Saturday and Sunday mornings.

Investments to drive high frequency

The Amsterdam City Region will in the period 2014-2025 make around a 600 million Euro additional investment in the infrastructure for improving the quality of urban public transport infrastructure. Much of it will be spend in and around Amsterdam.

These investments include modifications to the infrastructure and free flow measures, such as more free bus ways and tram lanes and also the removal and installing of unprofitable stops and stations. With the current/existing plans, the total investments will amount to 1.2 billion euros.

The Regional Council of the City Region Amsterdam sets the minimum general outlines of the network system, such as the number of users to be serviced, the quality of transport supply and social security. The board of the Amsterdam City Region then will award a contract to an operator that delivers these output corresponding with the level of the available budget. The public transport company determines how within the framework and within budget it can best deliver an integrated network performance.

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● A tramway network booming in Ile-de-France Region: the emblematic example of the tramway T3

The tramway network in Paris area has known a significant development with the official opening of three tramlines extensions by the end of 2012:

- **15th November 2012:** extension of Tramway line T1 from *Saint-Denis* to *Asnières-sur-seine-Gennevilliers-Les Courtilles*
- **19th November 2012:** extension of Tramway line T2 from *La Défense* to *Pont de Bezons*
- **15th December 2012:** extension of Tramway line T3 from *Porte d'Ivry* to *Porte de la Chapelle*



Currently, four tramlines are operating in Ile-de-France region: T1, T2, T3 and T4. As shown on the following map, the network will be completed by the commissioning of four other lines by the end of 2014: T5 (*Saint-Denis- Garges-Sarcelles*), T6 (*Viroflay-Châtillon*), T7 (*Villejuif-Athis-Mons*), T8 (*Saint-Denis-Epinay-sur-seine-Villetaneuse*). Two other tramlines projects are being studied (one between *Porte de Choisy* and *Orly-ville* and another one from *Antony* to *Clamart*).

The official opening of the Tramway T3 extension, on 15th December 2012, marks a new stage of the emblematic T3 project, first modern tramway in Paris proper.

The first section of the project, between *Pont du Garigliano* and *Porte d'Ivry*, usually called *Boulevards des Maréchaux Sud*, was opened in December 2006.

In early 2009, work began on a 14.5 kilometres (9 miles) extension from *Porte d'Ivry* to *Porte de la Chapelle*. The extension project was then split into a smaller extension from *Porte d'Ivry* to *Porte de Vincennes* and a separate tramway line so as to preserve its attractiveness with regards to patronage and regularity of travel time.

Due to the need of offload at *Porte de Vincennes*, the T3 has been divided into two sections called T3a and T3b.



The T3a line connects *Boulevard Victor–Pont du Garigliano* Rapid Transit Railway station in the western part of the 15th district (arrondissement in French) with *Porte de Vincennes* metro station in the 12th district. The T3b line connects *Porte de Vincennes* to *Porte de la Chapelle* in the 17th district.

The cost of the T3 project extension is € 652 million. The financing of the transport project and qualitative layouts are shared between Paris City Hall and the Regional Council of Ile-de-France, for € 583 million (73% of the total cost) and € 218 million (27%) respectively.

Operated by RATP, the extension of the T3 allows connections with 2 lines of the RER (Rapid Transit Railway), 9 metro lines and 44 bus lines. This extension represents 14.5 kilometres for 26 new stations. 170 000 inhabitants and 100 000 jobs are now served.

Key Figures

- > 14.5 kilometres between *Porte d'Ivry* (15th district) and *Porte de la Chapelle* (18th district)
- > 26 tramway stations
- > 5 districts served (13th, 12th, 20th, 19th and 18th districts)
- > 2 adjacent départements concerned (*Val-de-Marne* and *Seine-Saint-Denis*)

- > 11 municipalities served (*Ivry-sur-Seine, Charenton-le-Pont, Saint-Mandé, Vincennes, Montreuil, Bagnolet, Le Pré Saint-Gervais, Les Lilas, Pantin, Aubervilliers, Saint-Denis*)
- > 11 metro lines and 2 RER lines (E and C) connecting
- > 44 bus lines: 21 Parisian lines, 23 peripheral lines and several *Noctilien* lines
- > 60 *Vélib'* stations located within less than 300 meters from each tramway station

The design selected for T3 is the Alstom Citadis 402 which already runs on the first section of the line. The Citadis is the most developed tramway model in France (present in 18 cities). It is supplied through an overhead contact line and offers a capacity of 304 people, including 78 seats. On board, it is fitted with the very best passenger information equipment and offer outstanding passenger comfort (air conditioning and video security systems). The Citadis is also accessible to all with integral low floor, spacious layouts, spaces dedicated to wheelchairs and pushchairs.

This vehicle fleet has known a graphic change in comparison to the Boulevard des Maréchaux Sud section. The STIF livery and its bright silver colour have been appended onto the top part of the tramway, as well as the brand logo of the STIF.



In fact, the STIF finances 100% of the purchase, the renovation of all the vehicle fleet as well as the operating cost. The integration of the tramway in public space was designed carefully. The T3 extension has drawn a new urban reorganization and contributed to the cities' development by improving local services in Paris East area and by reinforcing connections with adjacent municipalities.

Large pedestrian spaces and cycling lanes have been converted. Two permanent traffic lanes have been kept for vehicles in each traffic way. A dedicated-lane tramline where more than 60 000 square metres of turf has been planted contributes to a flowing and scheduled traffic, which provides passengers with a good quality of service with a frequency of every 4-5 minutes in peak hours and every 8 minutes off-peak hours.

The arrival of the T3 also required the achievement of specific infrastructure. 36 engineering structures had been constructed or altered on the T3 rail extension project (walls, bridges and tunnels), including for example, the enlargement of Pont National and the deletion of Porte de Vitry viaduct in the 13th district.

Moreover, an artistic dimension was included in the project. About twenty artistic projects were implanted on the tramline territory, on different sites deemed to be remarkable or symbolic by their history or sociological characteristics. This global artistic project served as a link between the five Parisian districts and

the eleven adjacent concerned municipalities. It reinforced and followed the transformation of these public spaces located outside of Paris City. Financed exclusively by the Paris City Hall for € 11.178 million, artists from all over the world committed themselves to the project. This artistic thinking was elaborated in order to improve visibility and comfort in stations. The art works also contributed to the identification of transport modes and transit connections.

Bertrand Delanoë, the Mayor of Paris, said: «*The T3 line has enabled a true sewing work with adjacent municipalities. In the South, more than half of the journeys concern flows between Paris and adjacent municipalities*».

The extension of the T3 participates to a sustainable improvement of public transport in Paris and Ile-de-France region. The T3 project is still on-going. A new extension of this line to *Porte d'Asnières* by 2017 has been submitted to Public Inquiry since 5th June 2013, date of the first public meeting. The T3 will then stop at different stations in the 17th and 18th districts but also in the municipalities of *Saint-Denis, Saint-Ouen, Clichy and Levallois*.

The growing development of Paris tramway network underlines an increase of the needs, as the continuous extension of the T3 line shows it. With 8.3 million journeys in public transport every day, the Ile-de-France region has known an increase of 21 % within just 10 years. Most journeys in public transport represent one-fifth of all journeys in the region.

As a consequence, a significant development of public transport service is supported by the STIF since 2006 with € 505 million invested to provide additional services, including € 289 million for the bus and tram networks.

This policy corresponds to the general objectives of the STIF and the Regional Council of Ile-de-France aiming at supporting development in Paris-Ile-de-France region by continuing to roll out metro and tram infrastructure, improving services to existing stations in the inner suburbs, facilitating and promoting the use of public transport (increased convenience, regularity across the entire network and intermodal facilities).

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● Metro carriages for singles

Prague, the capital city of the Czech Republic with over 1.2 million inhabitants, is awaiting an interesting innovation in public transport travel: the metro system with its 3 lines and 57 stations will offer not only quick, reliable and comfortable journeys, but also an original opportunity to meet someone!

The idea of metro carriages for singles was born during a brainstorming session targeted at preparing a campaign for attracting new passengers. The aim of this new long-term campaign created by «ROPID» (public transport authority) together with «DPP» (the main Prague PT operator) is not only to pull people over from cars to public transport, but also to keep the current public transport passengers and prevent them from becoming car users by making travelling more enjoyable. The principal idea of the campaign is to show, what activities can be done while riding public transport vehicles, that can't be pursued while driving: e.g. reading, playing e-games, checking e-mails...

Public transport really isn't just a technical means of getting from one place to another, but also a place, where people spend quite a lot of their time and, in contrast to cars, actually meet each other. We realize a trend of more and more people being single

and by launching a metro "dating" project we would like to draw attention to this social phenomenon and help the people, who would like to meet someone, by giving them a new and original opportunity. This project should also draw attention to public transport in general and thereby attract new passengers, hopefully even from the ranks of the car drivers.

The middle carriage of every metro train will be especially marked and intended primarily for single people according to this motto:

*«Are you single? Would you like to meet someone?
Then travel in the middle carriage and look around you!»*

On specific days at given times and places additional events and activities are being considered, such as speed dating, moderated dating shows or getting to know someone with the help of a mediator. A message board will also be available, probably through social media, where passengers from middle carriages will be able to leave messages to each other and so even the shyer ones, who didn't manage to contact someone directly, will have a chance of getting in touch retrospectively.

Reactions and ideas are being collected via social networks to help prepare everything properly. The project should be launched in September 2013 without any additional costs thanks to voluntary help and cooperation with dating agencies, which will cover any additional costs, e.g. for the marking of the carriages or printing and distributing information leaflets. Prague citizens new lifestyle.

It was also about simplifying the network and make it usable by occasional passengers. The aim was to attract car drivers for example in helping them to read the network map for planning a trip : which mode, which line is going where ? We chose to reduce the number of bus lines and build a backbone network of buses called "metrobus" with short intervals guaranteed and weekend services.



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Agenda

- **4th UITP Automated Metro Seminar**
6-7 September 2013
London, United Kingdom
www.uitp.org/events/events-calendar.cfm
- **CIVITAS FORUM CONFERENCE 2013**
30 September 2013 - 2 October 2013
Brest, France
www.civitas.eu/index.php?id=138&news_id=1547
- **10th Anniversary of the European Conference of Transport Research Institutes (ECTRI)**
8 October 2013
Renaissance hotel, Brussels
www.ectri.org
- **LTA-UITP Singapore International Transport Congress and Exhibition**
7-10 October 2013
Singapore
www.uitp.org/events/events-calendar.cfm
- **31st EMTA General meeting**
9-11 October 2013
Vienna, Austria
www.emta.com
- **TEN-T Days 2013 Connecting Europe on the Move for a New TEN-T**
16-18 October 2013
Tallinn, Estonia
http://ec.europa.eu/transport/themes/infrastructure/events/2013-ten-t-days_en.htm
- **EU: Clean Power for Transport Conference**
21 October 2013
EU Charlemagne building, Place Rogier 3, B-1000 Brussels
<http://ec.europa.eu/transport/themes/urban/events>
- **UITP, Mobility Planning Surveys Workshop**
5 November 2013
Madrid, Spain
www.uitp.org/events/workshops.cfm
- **EU Logistics Conference**
7-8 November 2013
Sheraton hotel, Brussels
<http://ec.europa.eu/transport/media/events>
- **UITP Conference:**
Opening the European domestic rail passenger market to competition; what impact on regional, suburban transport?
19-20 November 2013
Strasbourg, France
www.uitp.org/events/conferences.cfm
- **ITS Conference 2013 "Triggering ITS deployment"**
2 December 2013
Charlemagne Building, Brussels
<http://ec.europa.eu/transport/media/events/>
- **POLIS annual conference**
Innovation in Transport for Sustainable Cities and Regions
4-5 December 2013
Brussels
www.polisnetwork.eu

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