

EMTAnews

European Metropolitan Transport Authorities

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News from the cities

50 all-electric buses to enter service in London



With one bus route to convert to fully electric later this year and another two next year, London will have over 50 all electric buses in service from autumn next year, lowering carbon emissions and helping to improve the city's air quality.

London's electric bus fleet, currently comprising vehicles from Chinese producer BYD and UK manufacturer Optare, has recently been augmented by two single-deck vehicles from Spanish company Irizar. London's electric buses deliver improved customer experience with lower noise and vibrations and their zero tailpipe emissions result in lower carbon emissions and significant air quality benefits.

London's bus fleet already has over 1,300 hybrid electric buses and over 1,400 older buses have been retrofitted, reducing their emissions by up to 88 per cent. The number of hybrid buses will increase to over 1,700 by 2016 – a figure that represents over 20 per cent of the fleet. This includes 800 New Routemaster buses, which are one of the cleanest double deck buses of their type.

Other green fleet initiatives include the testing of eight zero emission hydrogen buses; a trial of inductive charging to enable specially extended range diesel electric hybrid buses to wirelessly charge their batteries while they wait at bus stands; testing of a purpose built pure electric double deck bus; and the accelerated introduction of ultra-low emission Euro VI buses – with more than 500 now in service.



By 2020, as part of the Ultra Low Emission Zone, Transport for London is committed to ensuring all 300 single decker buses operating in central London are zero emission (e.g. electric or hydrogen), and all 3,000 double deck buses are hybrid.

Transport for London's suburban rail network gets bigger

In July Transport for London (TfL) took over responsibility for another part of London's suburban rail network, London Overground, adding suburban rail routes from Liverpool Street to north-east London.

Under London Overground customers will immediately see stations staffed at all times that services are running – improving safety and ensuring a 'turn up and go' service for customers with reduced mobility. The new routes will be integrated with TfL's real-time information and Journey Planning and all of the stations will be thoroughly cleaned and repaired over the coming months, with new benches, signage, CCTV, gate lines and modern ticket machines installed. TfL's real-time open data feeds, which enable developers to produce travel apps, will also include these services.



New trains will start to be introduced on the new London Overground routes in 2018, bringing greater capacity, walk-through carriages, air-conditioning, real-time information and other modern features. Until then, the current trains will be smartened up inside and out over the next 12 months to provide passengers with more comfortable journeys.

These routes have, until now, operated with National Rail pay as you go fares, which are generally higher than TfL fares. Now that the services have transferred to TfL, over 80 per cent of current rail journeys will reduce in price and all TfL concessions will apply, giving many customers substantial savings. The remaining 20 per cent of fares remain unchanged.

London's rail network as a whole has the potential to carry twice as many people and to act as a second Underground. In the longer term, a more ambitious approach for rail in London and the South East of England would help develop the brand new rail lines that will be needed to create better connections and unlock new areas for development. The Mayor's 2050 Infrastructure Plan recently set out London's overall infrastructure needs; for rail, key long-term infrastructure schemes could include:



- > Crossrail 2 – this is the Mayor's top priority for new rail infrastructure and would deliver a high-frequency north-east, south-west service and enable 100,000 new trips into Central London;
- > An outer orbital railway – to better connect outer London town centres, provide additional orbital capacity and relieve pressure on central area;
- > Improved interchange stations – new or improved stations;
- > Extension of the Northern Line to Clapham Junction – building on the Northern Line extension to Battersea, a further new link to relieve congestion at Clapham Junction and improve access to Central London.

London Overground services are provided by LOROL, a joint venture between DB and MTR, under contract to TfL. LOROL began operating the seven-year London Overground concession in November 2007. Under a contractual option, this was extended by two years until November 2016. Work on the procurement of the new London Overground Concession in 2016 has already begun.

Francisca Delgado, Transport for London :
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Berlin PlusBus. A rural bus network



Background

In rural areas car traffic is for most of people their usual way of being mobile. Public transport is often used by students and bus time schedules are adapted to this target group. Getting the bus in rural regions more attractive for further customers, the usage of public transport has to be simple to understand and useful for everyday activity. But even some of the today existing good offers are often not well marketed. Because of these two reasons, to initiate attractive bus services and to set up better marketing opportunities, VBB developed the rural bus network named PlusBus for the federal state of Brandenburg. The name PlusBus is adopted from the "Mitteldeutschen Verkehrsverbund" (MDV), which started with that premium bus service 2012, one year before the VBB.

Beside the market targets public bus services also have a political assignment. Especially because of environmental objectives it's necessary to get more people using public transport networks. Even when it's hard to convince households in rural areas to abandon their car, at least we should try to offer an opportunity to the second car. Several samples of well-established bus networks in rural regions show that a minimum of hourly rides, a service from morning to evening and a good connection to the next train or bus do lead to an increased number of passengers.

Concept

In the federal state of Brandenburg the rural districts are responsible for public bus services. VBB coordinates the service of around 40 public transport companies across the state. To implement the PlusBus concept, VBB has developed in cooperation with the rural districts and the bus transport companies some common quality criteria which are valid for the whole state of Brandenburg. This refers to some already existing quality standards which have been defined for regional rail transportation. Any rural district, who wants to operate busses under the brand PlusBus, has to fulfill at least these following quality criteria:

- > Hourly rides;
- > Service from 6:00 am till 7:00 pm;
- > Connection to trains within 15 minutes;
- > Bus service on weekends.

These quality criteria show the customers that this good offer has clear advantages. However, in some rural districts, these quality criteria are difficult to achieve. Particularly weekend bus service is not a standard in some regions. Though participating in the PlusBus program is voluntary for every rural district and they can freely decide which bus lines should be a PlusBus. As an incentive VBB supports a joint marketing and market research.



Marketing

Focus of the marketing concept is the new PlusBus icon. It's displayed at the bus stops and in print media. In addition there are advice notes in VBB's web based travel planning services.

All bus lines have different regional names as "PlusBus Hoher Fläming" or "PlusBus Ruppiner Seenland" but one joint graphic and slogan: "The PlusBus. A regular interval service you can count on".

Status

The first lines achieved a passenger increase and good feedback. A nice side effect in addition to the good transport service is the simultaneous introduction of Wi-Fi on some PlusBus, which is very well used. The PlusBus is also well received in politics and press. Even the road authorities noticed the PlusBus as a very important bus network and arranged road work together with the transport companies. The busses are now allowed to cross road work once an hour, while cars have to take a detour. So the new brand PlusBus is established as a high quality bus services in Brandenburg.

Today there are five PlusBus lines in the state of Brandenburg. More will come soon. The intention is to establish a statewide PlusBus network for Brandenburg. Moreover some regions outside of the state of Brandenburg are discussing to implement better bus services under the name PlusBus, too.

If you are interested in PlusBus, fell free to contact us. We look forward to an exchange of experience on bus services in rural areas.



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Helsinki Region Transport adds fully electric buses to its fleet



Helsinki region aims to establish itself as a front runner in European zero-emissions public transport. This is why Helsinki Region Transport (HSL) will purchase 12

fully electric buses in an extensive joint pilot with VTT Technical Research Centre of Finland.

The buses will be made by Linkker Ltd., a Finland-based company specializing in electric powered transportation, and the first buses are planned to be in service in the autumn of 2015.

“We made an exception and bought the buses ourselves, because it would have been unreasonable to have a transport operator shoulder the technology risks of individually made electric buses”, says Reijo Mäkinen, Director of HSL’s Transport Services.

Usually the buses in Helsinki region are owned by transport operators. The exceptional electric bus arrangement, however, allows HSL to test and develop new passenger services on their own buses and try out various installations.

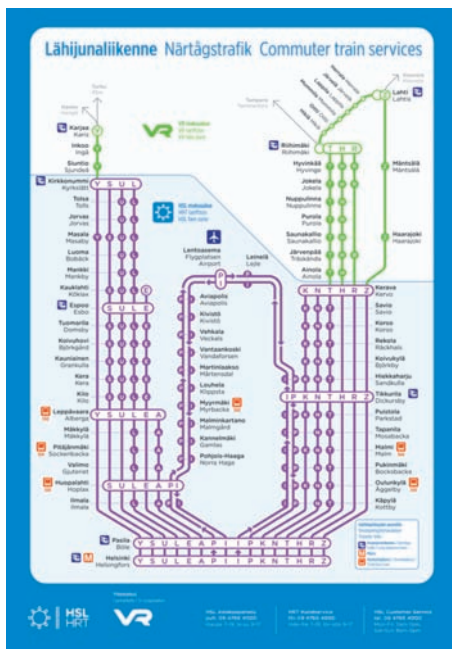
The buses will be extremely energy-efficient, thanks to their frame that is made fully out of aluminium. Other benefits include quiet operation and batteries that are quick to charge.

The purchase of electric buses is part of a wider four-year development project where HSL aims to create the infrastructure for new emission-free technologies. HSL’s target is to reduce carbon dioxide emissions and harmful local emissions in bus traffic by 90 per cent by 2025. In order to reach the target, HSL has to implement new electric buses, low-emission diesel vehicles and biofuels.

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New Ring Rail Line opened in July – Helsinki Airport and city now connected by train

The summer of 2015 marked one of the most significant changes in the public transport of Helsinki region. In July, the new Ring Rail Line opened for passengers, providing a key public transport link for the



entire metropolitan area. Ring Rail Line starts and ends in Helsinki central station, forming a loop in the north connecting new areas to the suburban rail network in Helsinki region.

Five new stations – Vehkala, Kivistö, Aviapolis, Airport and Leinelä – were opened. The length of the new rail stretch from Vantaankoski to Hiekkaharju is 18 kilometers, 8 of which run in a tunnel under Helsinki Airport.

To put the project in perspective, the last time a new passenger rail connection was opened anywhere in Finland was nine years ago. In Helsinki and its neighboring municipalities, one will have to look even further back, 33 years to be exact. That is when Helsinki Metro was opened (1982).

One of the most important features of the new rail line is that it links Helsinki Airport and the city by train. The travel time between the airport and Helsinki central station is 27 minutes via Tikkurila and 32 minutes via Myyrmäki.

However, the train station at Helsinki Airport is not completely finished yet as the direct connection between the terminal building and the station is still under construction and will be opened in late October/early November. Until then, train passengers can reach the airport via the other entrance, where there is a free non-stop shuttle bus service to the terminals.

Frequent service 21 hours a day

The Ring Rail Line is operated by I and P trains, I running counterclockwise, P clockwise. The trains on the Ring Rail Line run every day, with 10 minute intervals during the daytime from Monday to Saturday and with 15 minute intervals during the daytime on Sunday, making it one of the most frequent suburban train lines in the region. The first train leaves Helsinki central station at 3.59am, and the last train from Airport to Helsinki leaves at 1.15am.

All trains are modern and low-floor FLIRT trains, providing easy access with luggage, prams or wheelchairs. The trains are produced by Swiss Stadler Rail.

The new line also marks an improvement for passengers traveling to or from other parts of Finland. Ring Rail Line passengers can change to long-distance trains in either Tikkurila or Pasila.

New areas for offices and homes

In the future, even more people will be served by the Ring Rail Line, as new areas are being planned and built along the tracks. Areas around Vehkala and Aviapolis stations will be major business districts, whereas Kivistö and Leinelä will serve as key residential areas.

Ring Rail Line also has massive impact on other public transport in Helsinki region, as the bus network will go through a major makeover in many parts of Helsinki region, especially in the city of Vantaa.

Next year, new FLIRT trains, specially planned for public transport to and from the airport, will start operating on the line.

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Public Transport Authority Eastern Region (VOR): Premiere of new "VORRegio" buses



With the introduction of a uniform bus fleet, the Public Transport Authority Eastern Region - Verkehrsverbund Ost-Region (VOR) takes another important step towards a passenger-friendly guidance system with a uniform bus fleet. The standardized VOR design is the most obvious innovation in the new VORRegio buses. Already now, ten modern buses do their rounds on the roads in the eastern region. More VORRegio buses will follow in the south of Lower Austria with the timetable change 2015/16. The new buses will be gradually introduced into other areas in the coming years and will ultimately service the entire eastern region.



Unified guidance system for the entire eastern region

The VORRegio buses are a further step towards a unified standard-quality guidance system in public transport. First and foremost, passengers will benefit from the uniform appearance of the buses that will be implemented as part of bus tenderings for the eastern region. The main objective of introducing VORRegio buses is to simplify mobility and attract new passengers who previously did not use public transport. The new bus design will replace the hereto rather varied array of bus designs of 30-something regional bus operators in the future. In addition the VOR Design helps passengers to recognize the entire system.



The new VORRegio buses are fully air conditioned, wheelchair accessible, equipped with modern passenger information systems and due to the strict Euro 6 emissions standard particularly easy on the environment. In addition, current stops are displayed audio-visually on color TFT monitors in the new 12-meter standard. Passengers with prams or in wheelchairs can now easily board and exit the barrier-free low-entry buses with their multipurpose compartments.

More VORRegio buses will be introduced throughout the entire region of Lower Austria's Southeast, starting with the timetable change 2015/16. As a next step, the new buses will gradually be established throughout the entire eastern region in the coming years and attract a higher attention on public transport.

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An "app" merges all information of the public transport of Madrid in real time



The Consorcio Regional de Transportes de Madrid has developed a new "app" for mobile devices that unifies all the real time information on public transport in a single application. Thanks to this app, users can meet through the location, when will arrive the next transport service or where is the nearest stop or station.

This new official tool named "Mi transporte" represents the integration of data from 40 public transport operators in the Madrid region, allowing an accurate knowledge of all timetables of Metro, urban and suburban buses, light rail or suburban rail.



This new app allows knowing the exact location and timetables of the 5.000 vehicles running daily in the Madrid public transport system, filtering all that information to make it easy, attractive and intuitive for regular users and even tourists. Particularly, thinking about this kind of users, there is an English version of the application providing information of interest such as location of museums, tourist offices or rental bike stations, as well as points to charge the Public Transport Card among other information.

The application is official and free of charge, available on Google Play for Android and App Store for Apple devices. The Consorcio Regional de Transportes de Madrid has developed this new application with its own resources, co-financed by European funds managed by the Ministry of Economy. In addition, the Public Transport Management Centre (CITRAM) has contributed to its development as responsible for integrating information in real time of the entire public transport system.



Augmented Reality

The augmented reality (AR) is one of the most important innovations of this tool. Thanks to it, this app can locate the existing stops and stations as well as the distance to them in a radius of 300 meters around the mobile device. By just a click on any of the stops or stations, this technology provides the arrival time of the of public transport mode chosen.

The app also provides information on any Metro line, light rail, buses and suburban rail and allows planning routes and to select favorites. It is a very complete application offering numerous possibilities, because it is also able to provide any incidents information in real time to plan alternative routes.

This tool proves the importance of R&D in the public transport sector, one of the areas where the system features prominently in the Madrid region, making it a world reference. In this particular case, new technologies are used to provide the highest quality service and respond to the increasing demand of information and transparency.

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Accessibility: what mobility for disabled individuals in Île-de-France?

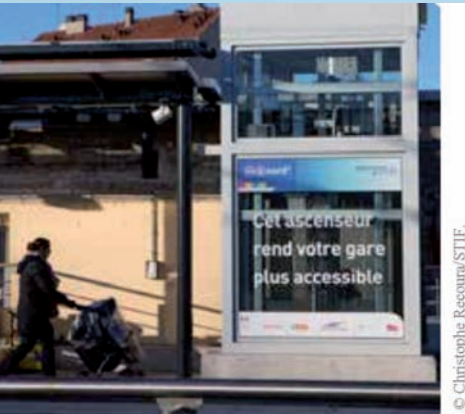


Between 2013 and 2014, the STIF conducted a major study on the mobility of people with reduced mobility in order to:

- > characterise the population of mobility-reduced people;
- > compare the personal mobility of disabled people with that of the general population;
- > assess how people living in Île-de-France, both with and without disabilities, felt about the accessibility of the transport network.

This study, which is one of a kind in France, constitutes a point of reference for monitoring the mobility of disabled people in Île-de-France.

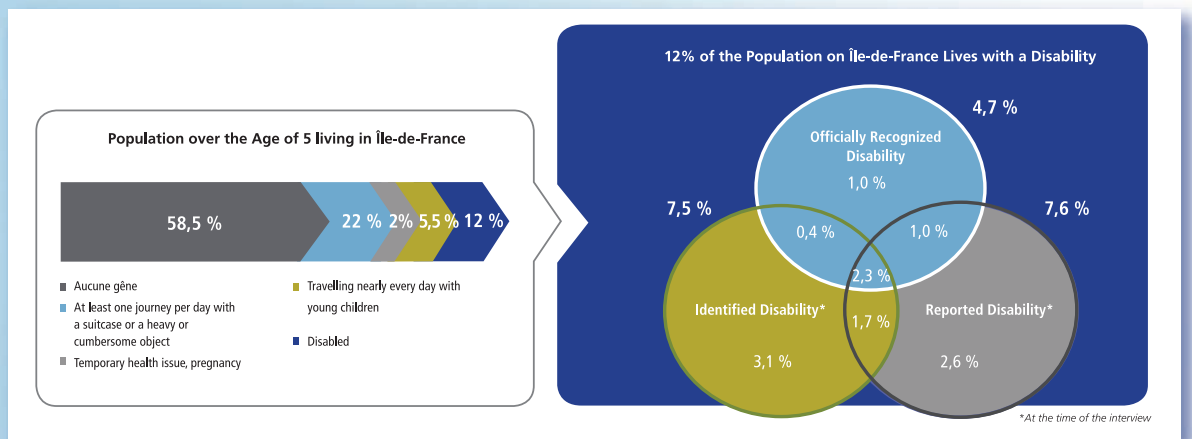
More than 4 out of 10 residents in the Île-de-France region have reduced mobility for at least one journey completed during the day



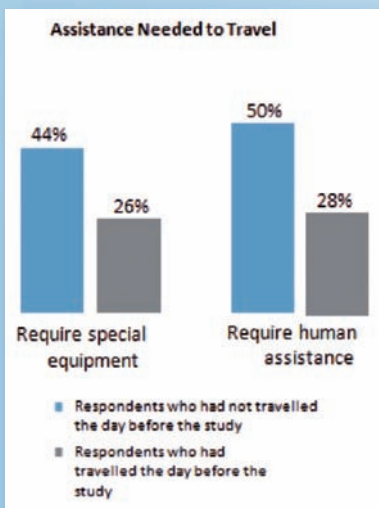
Situations with temporarily-reduced mobility are common, affecting almost 30% of the population:

- > people with temporary health issues and pregnant women (2%);
- > people who travel regularly with young children and modify their travel behaviour accordingly (5.5%);
- > people who completed at least one journey during the day with a suitcase or cumbersome object (22%).

12% of the population in Île-de-France over the age of 5 lives with a disability. However, less than 5% has a disability that is officially recognised.



A significant portion of disabled people do not travel on any given day



The most important trend shown by this study was the non-mobility of disabled people: 19% of people with a recognised disability had not travelled the day before the study compared to 7% of people without a disability. This percentage was even higher for certain disabilities: 20% for those with mental disabilities and 46% for wheelchair users.

This difficulty in leaving one's home is primarily related to the question of autonomy. 44% of the respondents that had not travelled required special equipment and 50% required human assistance.

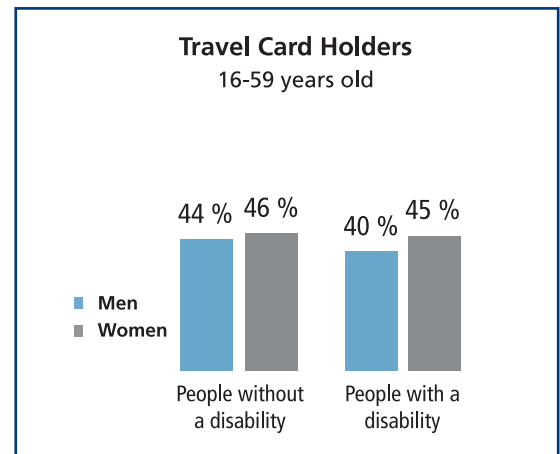
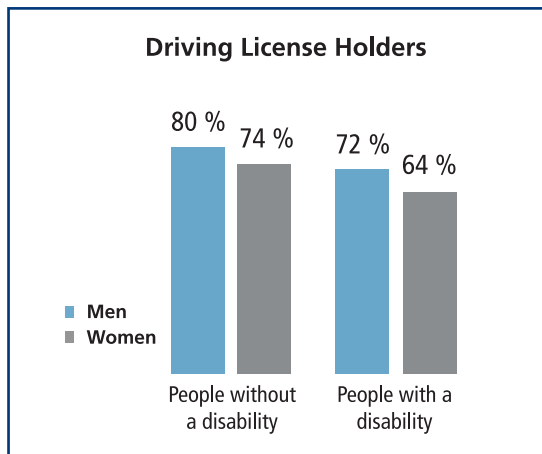
Other factors were also brought up to explain non-mobility, notably health status.

Primary reasons cited for infrequency of travel (16–59 years old with a recognised disability)	
Your health status does not allow it	46%
You do not need or want to travel	22%
You have difficulty accessing the road network from your home	15%
The road network is not adapted for you	14%
Public transport is not adapted for you	11%

Access to modes of transport

The possibility of travelling autonomously in a vehicle is lower among the disabled population. Between the ages of 16 and 59, 66% of men with a recognised disability have a driving license, i.e. 14 percentage points lower than people without a disability. The observed discrepancy is similar for women. In the 16 to 59 age group, just over one quarter of people with a recognised disability have a vehicle that is adapted for them, while 15% do not have such a vehicle but would like one.

For public transport, we did not observe a significant difference between people with travel cards. It is worth noting that a portion of those people with a recognised disability can benefit from a free or reduced-fare travel card (recipients of the Disabled Adults Benefit [AAH], non-taxable households, those with a disability rate greater than 80%, etc.). According to the study, this is the case for 7% of disabled individuals.



Fewer differences for mobile individuals

Among the respondents who had travelled the day before the study, their disability does not significantly affect their level of mobility. The average number of journeys per day is not very different from that of people without a disability. The same is true for the average distance and duration of travel, which varied little.

On the other hand, the reasons for travelling are significantly different: less work-related mobility, greater mobility for personal matters, representing in particular the lower level of employment among the disabled population.

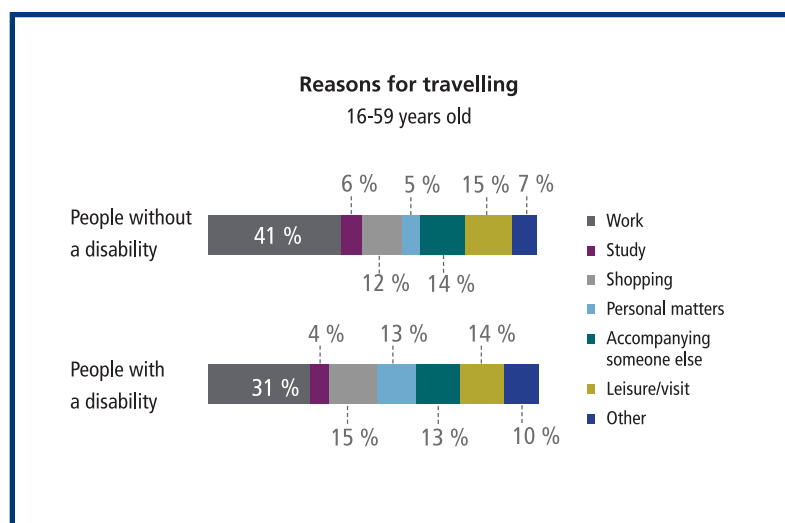
Number of daily journeys
among those who had travelled the day before the survey

3,6

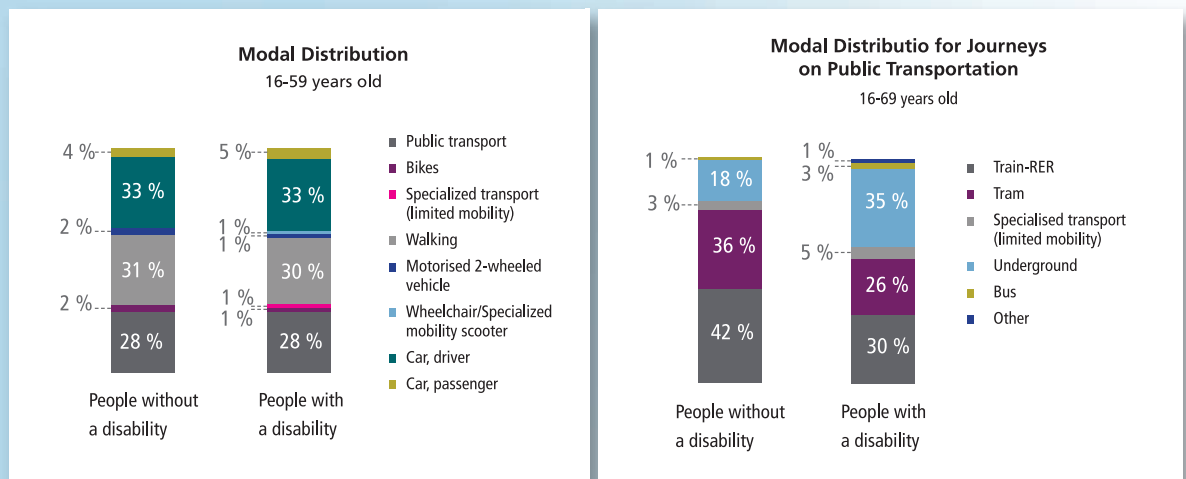
People without a disability

3,3

Disabled individuals



Disabled individuals use public transport just as much as others do



If we consider the entire population of disabled people, their proportion of use of public transport is similar to that by the general population.

However, with respect to means of public transport, disabled individuals prefer above-ground means such as buses and trams.

For those who use wheelchairs, regular public transport services are partially replaced by specialised services for people with reduced mobility. These people also use cars, but more often as passengers rather than drivers.

For more information:

www.omnil.fr

Associations that participated in the drafting and monitoring of this study:

Action Passeraile – AFM / CEREMH – APF – APF IDF – AVH – CFPSAA – CLH 10 and Association Audio IDF and JNA – CCH – CORERPA-IDF – FNATH – Handirail – Mobile en Ville – URAPEI IDF / UNAPEI – UNAPEI – CODERPA 94 – Class-Handicap Par

For disabled individuals, this survey classified them according to three criteria that incorporated the principles retained by the INSEE for their "Daily Life and Health" study (2007):



Warsaw - New criteria applicable to tenders for transport services



When announcing future tenders for bus transport services, Zarząd Transportu Miejskiego [Public Transport Authority] in Warsaw will apply new criteria for the selection of the most advantageous bid. It will promote alternatively powered vehicles, among other things.

ZTM will order services of the highest possible quality. The operator(s) will provide services with buses suitable to ensure a high standard of travel, a standard to which the residents of Warsaw have already become accustomed. All buses will be brand new. They will be provided with air-conditioning, CCTV, ticket machines, a voice announcement system, LCD screens displaying information for passengers, upholstery with Warsaw-related patterns (architectural symbols of the city), an emergency communication system, and – a novelty – state-of-the-art locating systems, which will play a significant role in the smooth management of the fleet.



ZTM has introduced a new requirement for the operators – now, they must ensure appropriate technical facilities, i.e. a depot, where they will clean the vehicles and perform the necessary servicing and repairs. ZTM will constantly supervise the condition of the fleet, i.e. its suitability for the purposes of the contract – both before the commencement of the services, and during the term of the contract.

High requirements that have to be met by the drivers are another novelty. All drivers must demonstrate proficiency in Polish at least at the intermediate level (B1). They will also need to be familiar with the communication routes and topography of Warsaw and its surroundings, as well as order and tariff regulations. When supplying services, they will obligatorily wear blue and navy blue uniforms.

For the first time, when announcing this type of tender, ZTM will pay great attention to... social aspects. The carrier(s) will be obligated to employ – for the term of contract with ZTM – their staff (including drivers and supervisors) under employment contracts on a full-time basis. ZTM will check whether this obligation is met by the operator(s). It will be possible to employ additional personnel on a part-time basis, but on the condition that no less than 120 employees must be employed on a full-time basis.



Also, for the first time it is possible for the operator or operators who meet their obligations and provide their services at the highest possible level, to receive... awards. Also, premiums will be granted for excellent time-keeping, reliability and no other faults. Those operators, who supply their services beyond reproach, will be rewarded at rates for vehicle-kilometres. This solution is used e.g. in Stockholm.

More importantly, it is the first time when new criteria for the selection of the most advantageous bid will be applied. Still, the rate for one vehicle-kilometre will be crucial. However, it will not be the only important criterion. Additional points will be given for alternatively-powered vehicles. And in the case of long buses – also their capacity (more than 18.5 m long) and the number of doors will be rated. Buses with 5 doors are preferred, to expedite and facilitate the exchange of passengers.



The first tender with the new criteria was announced in mid-May. The carrier (or carriers) with whom the contract will be concluded, will provide 100 buses – 50 short ones (approx. 9 metres) and 50 articulated buses (at least 18 metres). The new buses will start running on 1 January next year. The contract will be signed for 8 years, i.e. will be applicable until the end of 2023.

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Transport plan launched to underpin economic growth



A long-term strategic transport plan has been launched to help the West Midlands unlock its full economic potential.



Councillor Roger Lawrence

Movement for Growth has been developed by the West Midlands Integrated Transport Authority (ITA) and sets out the region's proposed transport strategy for the next 20 years.

The plan would be implemented by Centro, the delivery arm of the ITA.

It includes strategic road and rail improvements, a fully integrated train, bus and rapid transit system and a comprehensive cycle network, all underpinned by smart technology including ticketless travel and real time information.

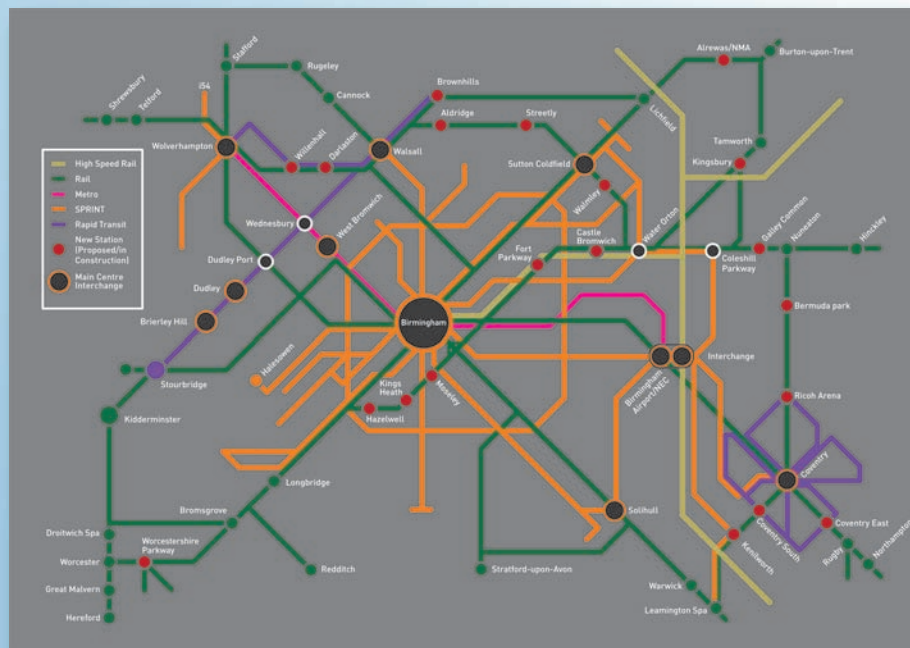
The ITA is now keen to hear the views of West Midland businesses, the wider public and other interested parties to help further hone and develop the plan before it is ratified later this year.

Councillor Roger Lawrence, chair of the ITA, said: "We need a transport system that both builds upon our existing success stories but also helps our economy grow further and creates an even better place to live. "Transport is vitally important to this and Movement for Growth sets out in detail the specific needs of the metropolitan area and how the system can help maximise our economic and social opportunities.

"This long-term plan is for the businesses and people of the West Midlands and I would encourage them to take this opportunity to help determine what the region's transport network will look like."

There are four main aspects to the plan:

Metropolitan Rail and Rapid Transit Network map



- > A vision setting out a transport system that befits a sustainable and attractive conurbation and helps deliver the Government's 'Engine for Growth' strategy along with clean air, improved health and a better quality of life;
- > A set of objectives and policies for transport improvements to create a fully integrated rail and rapid transit network connected to local bus services; reduce transport's impact on the environment and support business through improved strategic road and rail connections;
- > Making better use of existing road and rail capacity to boost public transport including improvements to bottleneck junctions, the development of a new strategic cycle network and improved conditions for walking, all integrated with the latest smart technology;

- > Ways to fund a long term programme of projects, recognising the need to fill the gap between what is required to support economic growth and what can currently be delivered within existing funding.

Cllr Lawrence said the recent statement by Chancellor George Osborne that the UK needs the Midlands to be an Engine for Growth recognises the importance of the region to the success of the country as a whole.

He said: "Here in the West Midlands we create 12 per cent of all the goods and services exported from the UK, and considering the region has just 4 per cent of the UK's population it is obvious that we punch well above our weight.

"We have also seen our exports grow by 70 per cent between 2008 and 2014, showing that even following the financial crisis our region was successful.

"The economy of the West Midlands is a major success story as we move out of recession and into a period of growth across the UK, and this long-term transport plan is a vitally important policy and strategy tool to help us continue this success into the future".

A restructure last year of the way transport is governed in the West Midlands has seen the political leaders of the region's seven local authorities – Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton – become members of the new West Midlands Integrated Transport Authority to determine policy and strategy.

Centro's role is to deliver the major public transport schemes and policies on behalf of the new ITA and ensure improvements bus, rail and tram services.

Centro will play a key role in implementing Movement for Growth and the blueprint will also form the metropolitan area's Urban Mobility Plan around which each West Midland council can develop individual strategies to suit it own needs while fitting in with the overarching objectives for the region.



A computer generated image showing the extended Metro tram route outside the redeveloped Wolverhampton railway station."

The public consultation details and draft documents are available at:
<http://www.wmita.org.uk/strategy-and-publications.aspx>



Agenda

Conferences and events calendar 2015

- **Workhop Ricardo-AEA / TRT- EC Study on improving the understanding of urban accessibility and road congestion in Europe**
15 September 2015
Brussels, BELGIUM
- **TIDE Final Conference**
"Mobility for a connected world"
15 - 16 September 2015
Barcelona, SPAIN
<http://www.tide-innovation.eu/en/Events/>
- **Contactless payments in public transport**
22 September 2015
Brussels, BELGIUM
<http://www.polisnetwork.eu/publicevents/311/61>
- **2nd Conference Transport Ticketing Central & Eastern Europe**
07 - 08 October 2015
Warsaw, POLAND
www.tt-cee.com
- **EMTA Autumn General meeting**
14 - 16 October 2015
Vilnius, LITHUANIA
<http://www.vilniustransport.lt/en/>
- **Annual POLIS conference Innovation in Transport for Sustainable Cities and Regions**
19 - 20 November 2015
Brussels, BELGIUM
<http://www.polisnetwork.eu/2015conference>

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