

EMTA



News from the cities

EMTA members sign a declaration of intent to decarbonize public transport fleets

On June 8 members of European Metropolitan Transport Authorities gathered in a general meeting in Paris to celebrate the 20th Anniversary of EMTA. To seal this special meeting members of EMTA in presence of the national minister of transport in France Mrs Borne and Mrs Pécresse, president of Region Île de France, signed a Declaration of Intent on the promotion of cleaner public transport in urban areas and cities. With this declaration EMTA members acknowledge the need to tackle harmful impacts from exhaust of carbon fueled transport vehicles by decarbonizing their local bus fleets.

Dedicated to the topic of decarbonization in public transport and to mark the pinnacle of the 20th Anniversary meeting a conference was held to discuss the challenges from environmental impacts of growing car use and pollution from exhaust.

Moderator professor Cristina Pronello, President of AMP in Turin and professor at UTC Sorbonne, displayed major critical impacts of air pollution from increase of car use on the life of citizens. Vehicle technology alone will not solve the problem, political determination and smart mobility strategies to change human behavior are needed too. Authorities need to think global but start acting local. Attendants shared experience from pilots and local strategies to cope with institutional, societal and economic challenges for a successful introduction of low- and zero emission buses.

Setting long term plan windows and robust financial strategies to transform fleets and further a sustainable urban environment is key.

Introduction of electric buses in smaller settings were displayed by Per Gellert (Movia Copenhagen). Mr Young Tae Kim (International Transport Forum) stressed the need for collaboration and joint action with industry, business and governments. The ITF Decarbonisation Project helps decision makers establish pathways to carbon neutral mobility. The project is data-driven and aims to create a comprehensive quantitative model of global transport activity including all transport modes at all levels.



Mr Matthew Baldwin (Deputy Director DG Mobility) focused on European Commission's goals by underpinning the importance of efficient public transport systems, the increased use of alternative energy sources and the acceleration of deployment of low and zero-emission vehicles. He outlined the requirements and European Commission's strategies that need to be observed in achieving the goals of the Paris Agreement on reducing substantive GHG-emissions from land transport.

Madame Valérie Pécresse, president of Region Île de France unfolded ambitious plans to introduce 1000 electric buses in the high-density Parisien districts



within two years for which a tender was launched in January. At the closing of the meeting Madame Péresse signed the Declaration of Intent on behalf of Ile de France Mobilités side by side with dr. Jon Lamonte, CEO of Transport for Greater Manchester and chair of EMTA. A pleasant surprise was the signing by Minister Mrs Borne.

The signatories state that sharing knowledge and best practice is pivotal to help achieve the goals on GHG reduction in the Paris climate agreement.

Public transport authorities therefore recognize they have a role to play in combatting detrimental effects of air pollution from tailpipe exhaust and from noise that jeopardize living conditions of residents causing multiple hazards for public health of millions of citizens and a shortened life expectancy.

The use of carbonized fuel in public transport has to be turned around, driving forward clean mobility and accelerating the transition to zero and low emission vehicles.

A sustained high level of connectivity and economic competitiveness of cities demands a transition plan to achieve cleaner public transport, whilst also promoting active modes of travel. This declaration from authorities across Europe marks a strong call for action to start decarbonizing urban public transport as soon as we can.

In the declaration, the signatories call on their EU institutions and the governments of member states to take action and support the transport authorities in their strive to accelerate the inception and transition to implement zero-emission vehicles by sharing best practices on procurement, innovative expertise and financial resources.

You can check the Declaration on the EMTA homepage below the picture of the both main signatories, EMTA-chair dr Lamonte and Île de France Mobilités-president Madame Péresse.

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The North/South line: a new metro line for the Amsterdam Region



After 15 years of construction, the new North/South metro

line will open in Amsterdam on July 22nd 2018. This new metro line will connect the northern part of Amsterdam with the southern part. Until now, the journey from north to south takes about 31 minutes, and requires a transfer at Amsterdam Central Station. With the new North/South line, the journey time will be halved to 16 minutes, providing a direct connection. The line is expected to annually transport approximately 120.000 passengers quickly, safely and comfortably, directly underneath the old, dense and busy city center of Amsterdam, whilst also providing a good connection to the region.

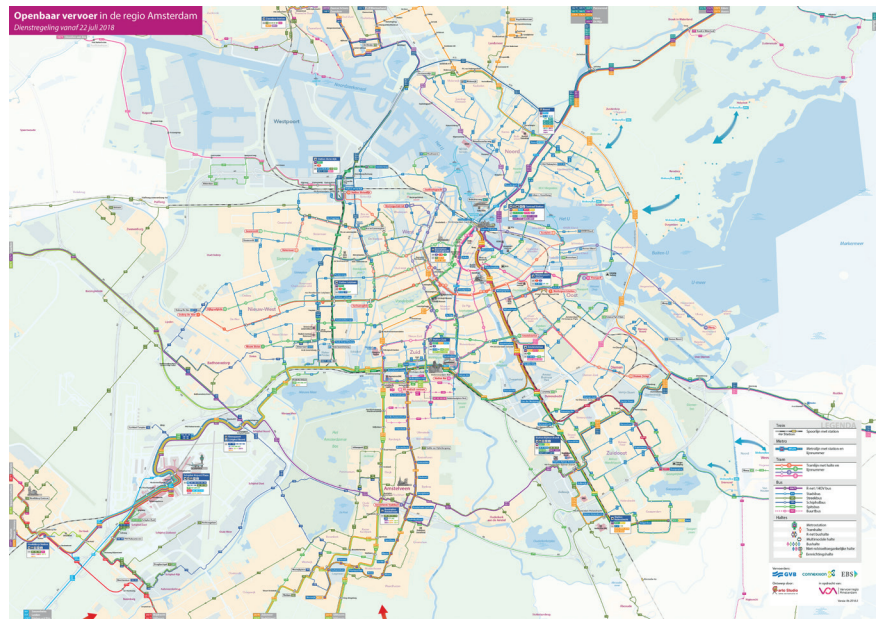
Grounds for complete revision of public transport network

July 22nd not only signifies the start of the North/South line, but also the routes of many tram- and bus lines in the Amsterdam region will be modified. A survey in 2015, concerning the accessibility of Amsterdam, showed that the tram network was overloaded, whilst the metro network and the heavy rail network in and around Amsterdam were not being used to the best of its ability.

The new metro line will function as the backbone of the public transport system and will connect Amsterdam Central Station to the fast-growing Amsterdam South station. The east/west connections by bus and tram will be intensified, making sure that also the railway stations Amsterdam Bijlmer, Amstel, Sloterdijk and Lelylaan will become better connected. Many employment is concentrated around these hubs, and passengers can also use these lines to transfer to the existing metro lines.



After this network revision the Vervoerregio and the operators Connexxion, EBS and GVB expect to be able to accommodate the continually growing passenger demand. At the same time the revised network offers the opportunity to moderate the budget cuts imposed by the national government, whilst maintaining a good quality of service, such as attractive journey times. Connections running in parallel between the North/South line and existing bus and tram lines will be minimized. As a result, the number of busses between the northern part of Amsterdam and Amsterdam Central Station will be reduced, because more passengers are expected to choose for a faster journey using the new metro line. And trams that used to run in a north/south direction will now be redeployed to strengthen the east/west connections.



The new and revised network will benefit most passengers, because they will arrive at their destination more quickly, even though some of them will have to transfer more often during their journey. To facilitate this transfer, the infrastructure has been modified and improved at several key transit points in the city.

Informing the passengers

The start of the North/South line and the other network modifications encompass the largest change of the public transport network in Amsterdam since the introduction of the horse-drawn tramway in 1875. The parties involved (Vervoerregio, the three operators and the 15 regional municipalities) have chosen to conduct one major, collective, regional information campaign, in which a comprehensive and focused information flow will inform both commuters and local inhabitants.

- In april 2018 an “awareness campaign” was conducted, informing passengers that public transport in the region will change on July 22nd. This campaign was coordinated by the Vervoerregio.
- From June 2018, the operators Connexxion, EBS and GVB started a coordinated campaign, to inform the passengers about how public transport will change in the region.
- As a final step at the end of June, the operators have published their new timetables, enabling passengers to plan their journey after July 22nd using an online planning tool or app.

Besides the use of more traditional informational and promotional resources such as newspaper-adds, advertising posters and notices in public transport vehicles and at stops, a major online campaign was also initiated. Using social media, the focus of attention was directed mainly at the website www.wijnemenjemee.nl (“we will take you there”), which contains information about the completion of the new North/south metro line as well as information about the changes in the public transport network from July 22nd. A total of 14.5 million online adds were published on 3.1 million unique devices, which translates in an estimated reach of around 1 million individual users. This means approximately 2 out of 3 inhabitants of the Vervoerregio Amsterdam were reached.

Come and experience the North/Southline and the revised network

Since construction has been completed, the operations having been extensively tested, and passengers being informed, we are now eagerly awaiting the official opening of the North/South line on Saturday morning, July 21st. You are cordially invited to visit Amsterdam and board the new metro from July 22nd to experience not only this splendid piece of Dutch engineering but all modifications made in the transport Amsterdam region transport system for yourself!

If not before, attending the next EMTA general meeting in Amsterdam from 7-9 November will give you another good opportunity.

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Tendering of HSL's train services

June 2021 will mark the beginning of a new era in Helsinki region commuter train services, when the operator tendered by HSL undertakes to



operate commuter trains in the region. The tendering process consist of two phases.

“The aim is to find a cost-effective solution that improves the quality and reliability of train services, and to make train services an even more integrated part of HSL public transport,” says Tero Anttila, the Director of HSL's Public Transport Department. HSL strives to find an operator who puts HSL's customers first. At the same time, the aim is to even better integrate commuter train services into HSL's other services and brand.



The tender process applies to commuter train services on the Ring Rail Line, on the main line from Helsinki to Kerava and on the coastal line from Helsinki to Siuntio. Other commuter train services are part of regional train services purchased by the Ministry of Transport and Communications. Tendered regional train services will start operating about one year later than the services tendered by HSL.

HSL will determine in detail the services provided, train routes and timetables on the basis of current service structure. In the new model, HSL will play a more significant role in the planning and implementation of train services.

The tendering process will be conducted in two phases using competitive dialogue. In the first phase, the suitability of bidders will be evaluated and the bidders that meet the eligibility criteria will be invited to participate in the competitive dialogue.

After the competitive dialogue, HSL will publish the final call for bids and draft contract, with the aim of announcing the winner in April 2020.

The tendered services are scheduled to begin on 27 June 2021.

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Helsinki - the walking capital of the world

HSL wants to encourage everyone in the metropolitan area to walk more. Walking brings cities to life and supports citizens' physical and mental wellbeing. Walking is also a fundamental aspect of using public transport and an important element in urban trip chains.

“Walking has significant effects on people's health and attractiveness of cities, as well as on emissions and air quality. The Helsinki region provides safe and convenient opportunities for walking. There is high potential for walking and HSL's goal is ambitious: we want to make Helsinki region the walking capital of the world,” says Senior Advisor Tarja Jääskeläinen from HSL.



To promote walking, HSL invited a world-famous wildlife photographer Will Burrard-Lucas to Helsinki. In April, he spent two days photographing pedestrians in the Helsinki region. The shoots are part of HSL's and the Helsinki region municipalities' joint goal of turning the metropolitan area into the walking capital of the world.



Burrard-Lucas is known for his amazing animal photos. He has photographed wild animals in countries such as Zambia, Namibia and Tanzania, and now Finland is next on his list. Burrard-Lucas spent two days in Helsinki Region photographing large mammals in their natural habitat – humans walking in their hometown.

Burrard-Lucas chose the hundred best photos of the feet that passed him by. They are published for example on HSL's Instagram account:

http://www.instagram.com/hsl_hrt/

"When we asked Burrard-Lucas to photograph people, he was at first confused. He noted, however, that any activity that we can do that reduces carbon emissions or improves air quality, however small, is worthwhile to do. It is important to get people a trigger to stop and think about their choices. We at HSL strive to make a difference by promoting zero-emission mobility," says Mari Flink, HSL's Director of Customer Experience and Sales.

"I am a great advocate of walking. When I am not in the wild photographing animals, I spend long days sat in front of a computer and so the chance to stretch my legs and get some exercise is always welcome. Whenever possible, I would prefer to walk rather than travel by underground, taxi or bus. Not only is walking my favorite way to explore and experience a city, it is also a time when I can get lost in my own thoughts. Of course, as a wildlife photographer, the environment is also an important consideration for me," says Burrard-Lucas.

See the documentary Walking capital of the world:

<https://www.youtube.com/watch?v=wl29kiUKZy8>

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Photo: HSL / Will Burrard-Lucas photographed people in the Helsinki region on April.

Contactless payment's popularity continues to grow



More than half of all pay as you go trips made on London's Tube and rail services are now made with contactless payment.

On buses and trams, the use of contactless is also increasing rapidly - with around 45 per cent of all pay as you go journeys now being made using contactless. The convenient payment method, which launched on buses in London in December 2012 and across Tube and rail services in London in September 2014, is now being used to make around 17 million journeys a week across London.

Since its launch, more than 1.7 billion contactless journeys have been made across the capital, showing how Londoners and visitors have taken to using contactless payments as part of their daily life. The number of journeys made in London using contactless has risen from around 25 per cent just two years ago. London has now seen contactless cards from more than 120 countries across the world on its system. In the last year, cards from Grenada, Dominican Republic and Pakistan were seen on our network for the first time. Contactless journeys made using mobile devices continue to increase, with around one in eight contactless journeys in London now being made using a mobile phone or smart device.



London's airports where pay as you go is accepted continue to see a growing proportion of contactless journeys made from both UK and overseas customers. More than 35 per cent of pay as you go



journeys from Heathrow airport, more than 40 percent of pay as you go journeys from London City Airport and more than 55 per cent of pay as you go journeys from Gatwick airport towards London are now made using contactless.

TfL's contactless ticketing system automatically calculates the best value fare based on the customer's specific journey history and then charges them at the end of the day - ensuring customers always pay the best fare in the easiest and most convenient way. This means that customers could save money compared to buying a one day Travelcard, helping them to travel around London more affordably. Customers using contactless also benefit from weekly capping, which will be expanded to Oyster card users later this year, as well as the Hopper fare, which allows bus and tram customers to make unlimited journeys within an hour for the price of one.

The success of contactless in London is leading more cities to introduce the technology as a convenient method of paying for travel. In 2016 TfL signed a deal worth up to £15m with Cubic Transportation Systems, allowing them to adapt the capital's contactless ticketing system worldwide. Since then, New York, Sydney, Miami and Boston have all announced they plan to introduce contactless payments in the coming years.

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London to see a huge increase in electric double decker buses

London's zero-emission public transport network is to increase more than tenfold as the Mayor of London, Sadiq Khan, announced that 68 new electric double-deckers will join the bus fleet by the summer of 2019. Two routes that run into central London, will be exclusively operated by electric double-decker buses.

The Mayor's announcement was made as cross-party leaders, representing around 20m people from towns and cities in England and Wales, joined together at a historic summit in London to urge the UK Government to tackle the growing air quality health crisis. City leaders, including those from Greater Manchester and the West Midlands, underlined their commitment to reduce emissions and tackle pollution as they set out a list of joint priorities for the government and vowed to work together as a new air quality network of cities.

Next year, Transport for London (TfL) aims to have 240 electric buses running on the network and for all new double-deck buses to be zero-emission or



hybrid, with every single-deck bus in central London to be zero-emission by the following year. Ultimately, by 2037 all buses in London will be zero emission. TfL successfully trialled five electric double-deck buses in 2016 which are still in operation today. In addition to eliminating toxic nitrous oxide, the new all-electric double-deck buses will give passengers smoother journeys and have new features such as USB charging ports. The brand new buses are being manufactured by both a Chinese/British partnership between BYD/Alexander Dennis Limited and British company Optare.

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West Midlands Launches Regional Bike Share Scheme



The tide has changed for Bike Share across the UK with many cities looking to these schemes to support a step change in cycling, reducing car journeys, improving health and reducing air pollution on our roads. This is one of the most exciting shifts for cycling, as such schemes attract a wider audience to cycling.

Transport for West Midlands (TfWM), part of the West Midlands Combined Authority (WMCA) will be launching with Nextbike UK LTD the UK's largest docked bike-share scheme outside of London. Launch starts from September 2018, with the phasing of 5000 cycles across the region, which include 7 substantial local authorities including Coventry, Birmingham, Black Country and Solihull.



Julian Scriven of nextbike UK LTD, left, Mayor of the West Midlands Andy Street and Cllr Roger Lawrence.

Not only will the West Midlands bike share scheme span across 7 local authorities, a first for the UK, the scheme will further connect with the local transport network, through integrating by the regional smart card Swift – another first for bike share in the UK. Customers will be able to both access annual passes and pay as you go through their Swift card, providing a seamless journey between public transport and bike.

The bike share cycles will also be available to access through the Mobility as a Service pilot, which is running in the West Midlands through MaaS Global.

Nextbike UK LTD will also be delivering their social inclusion scheme for the region, offering free memberships to those most vulnerable, including unemployed, low income and those not in employment, education or training (NEETS). Government figures from 2016 suggest there are over 64,750 NEETS across the 7 local authority areas.

Bike share will bring new opportunities for cycling to the region, supporting the increase modal shift from 1.8% (Census,) in 2011 to the Cycling Charter's target of 5% by 2023.

Wieselbus lines handed over to Verkehrsverbund Ost-Region

As of June 30, the responsibility for the eleven Wiesel express bus lines was handed over by the NÖVOG to the Verkehrsverbund Ost-Region (VOR).



On behalf of the Province of Lower Austria, NÖVOG developed a bus system, which was launched in 1996 with the Wiesel express bus system, in order to establish a fast and direct transfer for employees to the Lower Austrian provincial capital.

For more than 20 years Wieselbus lines have connected the provincial capital of St. Pölten with the centers of the Wald-, Wein- and Industrie-districts in Lower Austria. In order to use synergy effects and bundle all bus ordering services in the Austria's eastern region, responsibility for the Wieselbus will be transferred from NÖVOG to VOR.



From left to right: Wolfgang Schroll, CEO, VOR / Ludwig Schleritzko, Landesrat für Finanzen und Mobilität, Lower Austria / Gerhard Stindl, CEO, NÖVOG
Photo ©: NLK/Reinberger

The Wieselbus lines should be led in coordination with the existing railway and bus timetables in the sense of an optimal mesh. VOR is taking over a well-established and successful express bus system, characterized by high customer satisfaction, high occupancy, and loyal customers with a strong brand.

First and foremost, it will be a matter of further promoting the integration of this top rapid bus system into the overall public transport system. Timetables, routes and fares remain largely unchanged for the time being. A first adaptation has already been worked out for the benefit of passengers: With a new stop on the F line, this line can also be opened up to other passenger groups, respectively new connections can be created to the existing Waldviertel lines.

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News about public transport in Vilnius

According to the results of 2017 research of passengers flow in Vilnius, about 514 thousand passengers are transported in Vilnius by public transport on a working day. In fact, about 24.1% of all trips in Vilnius is made by public transport. Passengers flows in public transport are presented in Fig. 1

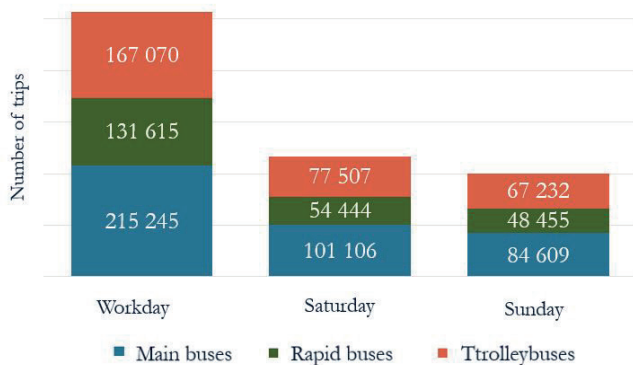


Fig. 1. Number of trips in Vilnius city by public transport

After being launched last autumn, the impressive renewal of Vilnius public transport is successfully continued. Since 10 March this year, public transport buses have been gradually replaced by 50 buses from the Swedish manufacturer Scania. This is Scania's first entry in the public transport market not only in Lithuania, but in the entire Baltic region. The consortium of Lithuanian and Latvian carriers – Transrevis UAB and Rigas Mikroautobusu Satiskme (RMS) – invested over EUR 10 million in new Scania buses. The local carrier successfully completed the first stage of the Lithuanian capital's public transport fleet renewal last November: 52 new medium-capacity Isuzu Citibus buses entered the roads of Vilnius. The investment into these means of transport amounted to EUR 6.8 million.

Modern Scania Citywide LF buses (Fig.2) meet the Euro 6 emissions standards for diesel engines. Technologically more advanced bodywork construction of Scania buses made it possible for the engineers to increase their capacity. Tri-axle buses can carry up to 48 seated and up to 88 standing passengers. The buses are low-floor and accessible for people with disabilities and parents with strollers. Passengers can use free wireless internet and charge their smart devices. New buses are equipped with video surveillance cameras both inside and outside the vehicle, performing a preventive function of passenger security and detect violations.

The first batch of new Solaris Urbino buses entered the roads of Vilnius on 21 April of this year. This marked the beginning of the renewal for another carrier in the Lithuanian capital, Vilniaus viešasis transportas UAB – the largest renewal of public transport park in the company's history. 150 new Solaris Urbino buses are planned to be purchased by the end of this year.

Passengers in new Solaris Urbino buses may charge their smart devices by using special USB interfaces. Additionally, technological solutions have been implemented that improve passenger information in the buses: LCD screens and LED-based route displays. All buses have AC. Both inside and outside the buses, video cameras are installed which help to ensure a better security of passengers and facilitate the retrieval of lost possessions. Solaris Urbino buses, the same as other new buses in Vilnius, are fitted with the cutting-edge technology engines that meet the Euro-6 emission standard and strict environmental requirements.



Fig. 2. Scania Citywide LF buses

The service door sill height to ground in the Solaris Urbino buses is 30 millimetres lower than in the older low-floor buses, facilitating easier entry and exit for senior citizens, children and passengers with special needs. Visually impaired passengers can use special warning and ventilation surfaces installed on the ground to help them to travel by public transport safely and comfortably. Furthermore, all buses are equipped with enter and exit ramps for the disabled. In December 2017, a public procurement contract was signed with Solaris Bus&Coach S.A., according to which 41 new trolleybuses are planned to be purchased. New Solaris Trollino 12 trolleybuses are expected to start operating in the streets of Vilnius by the end of 2018.

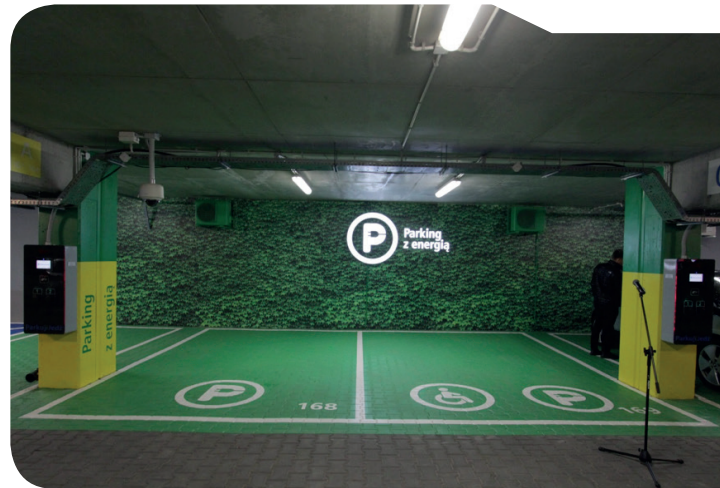
The Solaris Trollino 12 trolleybuses will have all amenities that are inseparable from modern public transport. New generation trolleybuses will be more economical than ever.

The acquisition of the trolleybuses will be financed by the European structural funds, Vilnius City Municipality and the carrier. The livery of new trolleybuses will remain as is (two colours, yellow and red), corresponding with red as official colour of Vilnius City, the colour of all buses in the city. Over the next three years, almost one third of the actual trolleybus park will be replaced.

In total, 250 new buses and 41 trolleybuses will be operating in Vilnius in 2018, to make the capital's public transport faster and more comfortable.

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Simultaneously amendments to the P+R car park rules were made that aim to encourage residents to choose public transport in Warsaw (e.g. no charges for parking a car the first 20 minutes on a parking space and free parking for motorized 2-wheelers).



First electric vehicle chargers installed at a P+R car park in Warsaw



PUBLIC TRANSPORT AUTHORITY OF WARSAW

In December 2017, there were the first four electric vehicle

chargers made available on a P+R car park in Warsaw. This investment is to improve air quality in the city and to encourage residents to use eco-friendly public transport.

The chargers are powered by means of two stations, with the power of 2x22 kW each. They have e.g. Type 2 sockets, LED panels for device operation and the signals of the charging process and its completion. They possess also charging process protection from unauthorized interference, e.g. plug removal, plug connection to another vehicle, switching the charging process off.

They can be used based on a dedicated Eco Card. It enables the electrical vehicle owners to leave their vehicles free of charge on P+R car parks outside the opening hours of those facilities and to charge them for free. Eco Cards are issued for a given electrical vehicle.

All those solutions are to reduce hazardous substances and noise emissions and, consequently, to improve air quality in Warsaw. In the foreseeable future, the Public Transport Authority in Warsaw plans to provide other electrical vehicle chargers in other car park facilities.

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New logo of Warsaw Public Transport

As at the beginning of 2018 Warsaw introduced a new logo of the Warsaw Public Transport. The logo, chosen in a competition, refers to the traditional symbols of the Polish capital. Thanks to it, the symbols on the public means of transport are made homogeneous.

Until recently, there were many public transport symbols in Warsaw, including the conspicuous logotypes of the Public Transport Authority of Warsaw, the promotional mark “Fall in Love with the Public Transport Warsaw”, and also the emblem of the capital of Poland. At the beginning of this year they were replaced with a single, unifying logo.



The logo of the Warsaw Public Transport was designed by the TypeThree consortium. It won the competition organized by the Public Transport Authority of Warsaw in cooperation with the Association of the Applied Graphic Designers. The designs submitted were assessed by a professional jury, composed e.g. of professors from the Academy of Fine Arts in Warsaw.

The logo of the public transport in the Polish capital is a stylized “t”, resembling the Warsaw Mermaid with its shape. In this way it refers to the traditional symbol of the capital of Poland, and yet has a modern form. The selected logo identifies the “Warsaw nature” of the public transport and of particular components of the whole public transport system in the city.



The symbol of the Warsaw Public Transport can be seen on all buses, trams, metro trains and Warsaw Fast City Rail. It was placed also on the stop shelters and posts, city cards, new cardboard tickets, ticket machines, Veturilo bike stations, Passenger Service Points, P+R car parks, as well as on the vessels of the Warsaw Tourist Lines going on the Vistula river in summer.

The change of logos on the vehicles of the Warsaw Public Transport was accompanied by the informational campaign devoted to the new logo.

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New Danube Bridge planned for Budapest

City development focuses on the southern areas of Budapest, in which Csepel Island and its surroundings have tremendous untapped potentials. The area is an unexploited treasure of Budapest. The key to the rapid development of this district is the establishment of a quick and direct – yet currently still missing – connection with its neighbouring districts on both sides of River Danube, in Pest and Buda.



In agreement with the Municipality of the City Budapest, the Hungarian Government has started preparations for a new 2x3-lane New Danube Bridge – including tram tracks – to link Galvani and Illatos roads with a new river crossing. The need for this bridge is evidently justified by the circular and radial road network of the capital. In absence of a bridge, the previously under-utilised areas located south of the city could only develop with significant compromises.



First prize winner design of UNStudio/Buro Happold Engineering

This is particularly true for the northern section of Csepel Island, which, in spite of its remarkable features nearby downtown Budapest, has been unable to develop adequately. To support the exploration and development of the relevant areas, the New Danube Bridge can relieve the overcrowded downtown area and reduce traffic significantly. Through the future extension of the route, a new ring road in Budapest can be developed, providing a direct link between outer districts (Újbuda, Csepel, Ferencváros, Kispest and Kőbánya).

Governmental Development company KKBK Ltd. as the Contracting Authority has organised an invitation and pre-qualification based, international architecture tender for the design of a new 2x3-lane-wide Danube bridge. A total of 17 entries were submitted for the design competition; they were opened by the Evaluation Committee on 20 February 2018. The Evaluation Committee held two plenary sessions on 26 and 27 March 2018 in which dr Kálmán Dabóczy, CEO of BKK Centre for Budapest Transport and EMTA board member was part of the jury. Following expert presentations the Evaluation Committee after discussion decided by judging the entries on the following criteria: aesthetics, innovation, structural effectiveness, feasibility, maintainability, operation, cost and economic aspects.



Shared second prize winner design by Leonhardt, Andrä und Partner/Zaha Hadid Architects/Werner Consult

The first prize was awarded to the design submitted by the consortium of UNStudio, designer of Rotterdam's Erasmus Bridge, and Buro Happold Engineering. According to the assessment of the Evaluation Jury, the design for the two-pylon stayed girder bridge, with three traffic lanes in each direction and the possibility of tram transport, is the statically soundest proposal, which is also aesthetically pleasing, graceful, slim, well-balanced and one that best fits with the cityscape.

A shared second prize was awarded to the consortium of Leonhardt, Andrä und Partner, Zaha Hadid Architects, Werner Consult, best known for creating the Sheikh Zayed Bridge in Abu Dhabi ("a,") and Smoltczyk & Partner and the consortium of Lavigne & Chéron Architects, Bureau d'Etude Greisch, Közlekedés Consulting Engineers and Geovil, designers of Terenez Bridge in France ("b,").



Shared second prize winner design by Smoltczyk & Partner / Lavigne & Chéron Architects-Bureau d'Etude Greisch-Közlekedés Consulting Engineers-Geovil Consortium

Three entries – those of the consortium of Knight Architects and Ove Arup & Partners, the consortium of SpeciálTerv, Pipenbaher Inzenirji and Bright Field Studios, and that of the Pont-TERV design office – were considered worthy for purchase by the Evaluation Committee. A contract will be concluded with the successful applicant, which will be followed by the creation of the complete and detailed designs and the obtaining of permits. The process is expected to take two to three years.

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<http://www.newdanubebridge.com/>

<http://budapest.hu/Lapok/2018/kihirdettek-az-uj-budapesti-du-na-hid-nemzetkozi-tervpalyazat-eredmenyet.aspx>

<https://bkk.hu/2018/04/ketszer-haromsavos-villamoskozlekedes-re-alkalmas-fovarosi-duna-hid-terve-nyerte-nemzetkozi-tervpa-lyazatot/>

On the verge of introduction: RIGO, the Automated Fare Collection system of Budapest

The renewal of the public transport fare system is one of BKK Centre for Budapest Transport's most important and challenging tasks of the past few years. The project will upgrade the public transport in Budapest by providing a high level of sales services and a state-of-the-art tariff scheme to city-dwellers, commuters from the metropolitan area and tourists alike. The project is jointly funded by the European Bank for Reconstruction and Development and the Municipality of Budapest.

RIGO, the name chosen for the system, is the acronym for "Reliable", "Integrated" and "go", and thus it represents the advantages of automated fare collection. Additionally, the name represents a bird, the thrush ("rigó" in Hungarian), it is easily liked and remembered and it has a strong association to Hungarian culture as this bird frequently features in folksongs and poems. Foreign customers may also find the name expressive as the "RI" syllable of rigó is pronounced the same as "re-" in English, which refers to regularity and repetition while the "go" syllable evokes dynamism and mobility.



Owing to the introduction of an automated fare collection (AFC) system, public transport service levels in Budapest will significantly increase. The tariff scheme will be enhanced by the introduction of time-based tickets, while sales services offered by the ticket vending machines and customer service centres will be supported by online and mobile phone based purchasing options. In addition to that, revenue



protection will also be reformed. As a result of these changes, paper-based public transport passes and tickets may finally disappear from Budapest.

Current paper-based ticketing will be replaced by travel media that use contactless technology (plastic cards) and contactless bankcards. The fare system includes both personalized and non-personalized travel media. Concessionary travel products, including free travel, will only be accessible with personalized travel media, mainly with Unified National Card System cards and e-ID cards. The basis of the AFC operation is the central system which registers the cards and travel media, product purchase, balance top-ups, calculates prices and related financial settlements and supports the new, integrated sales channels. The responsibilities of the supplier, Scheidt & Bachmann, are to design, implement, install, configure and test all of the software and hardware elements of the system and, finally, to hand over the system for operation.

In 2017, the first on-site elements of RIGO have been installed at two major transport hubs in Budapest: the first gates of the AFC system at Deák Ferenc Square subway station, and the first platform validators at Közvágóhíd suburban railway station. The mass design of the vehicle fleet has been also completed and the prototype installation of buses and trolley buses has been started. In 2018, two full metro lines, M1 and M4 will be equipped, while the installation of validators at suburban railway stations and front-door entry buses will also continue.

The pilot installation sites are perfect for comprehensive, live environment testing. BKK has recently tested the control software, the fraud-protection system, and the basic mechanism of the gates and cameras. The devices passed the tests near perfectly, only minor corrections had to be performed by the supplier. Since the beginning of the tests, more than one million passengers have passed

through the gates at Deák Ferenc Square, without any major error in their operation. The installation of the aforementioned stations is just as crucial technically, as they are from a public relations point of view, since they will increase the public awareness of the project immensely.

In October 2018, the public testing of AFC cards and gates will begin, with the involvement of BKK and Budapest Transport Company staff: volunteering employees will receive their free passes on their National e-ID cards, which will allow them to travel at the stations that will have been fully installed by then. One gate will be set up at each station in closed mode in order to effectively test further the passenger throughout and the live operation of the gates and the list management of their software, while the other gates of the stations will remain in open mode, allowing regular passengers using paper-based tickets to continue to travel without any obstacle. Based on the current plans, the range of users will be broadened later: any passenger with a National e-ID Card or a Unified National Card System card will be able to volunteer for the testing. The system will be fully implemented at the end of 2019.

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Calendar of events and conferences

(September - December 2018)

ITS World Congress 2018

Copenhagen, 17 - 21 September 2018

Organised by ERTICO, the Congress provides the ideal opportunity for all stakeholders to come together, discuss and make the necessary contacts to move initiatives forward and to develop their business by exhibiting and demonstrating state of the art ITS solutions. The Congress also showcase the latest ITS achievements from the hosting city and region and can help increase awareness of ITS in the hosting region itself.

For more information and to register visit:
<https://itsworldcongress.com>

European Mobilityweek

Brussels, 16 - 22 September 2018

[Check this](#) for Mobility Actions and for registration

InnoTrans 2018

Berlin, 18 - 21 September 2018

International Trade Fair for Transport Technology
Innovative Components - Vehicles – Systems

[Innotrans.de](http://innotrans.de)

CIVITAS Forum 2018

Umeå, Sweden, 19 - 21 September 2018

This year's CIVITAS Forum Conference will take place from 19-21 September in Umeå, Sweden. The 16th edition of Europe's premier sustainable mobility event will bring together the CIVITAS community from across the continent and beyond.

For more information, please visit the [event website](#).

European Cycling Summit 2018

Salzburg, 24 - 26 september

<http://civitas.eu/event/european-cycling-summit-2018>

European Transport Conference

Dublin Castle, Ireland, 10 - 12th October 2018

<https://aetransport.org/en-gb/this-year-at-etc/etc>

EMTA general meeting # 42

Amsterdam, 7 - 9 November 2018

Check the heads up [presentation](#)

POLIS Annual Meeting

Manchester, 22 - 23 November 2018

Provides an opportunity for cities and regions to showcase their transport achievements to a large audience and for the wider transport community to engage with representatives of city and regional authorities on innovative transport solutions.

Check the draft programme [here](#)

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