

editorial

Early this year, a consensus arose on the effectiveness of climate change and the related adverse impacts on the environment and the quality of life world wide.

European Union Commission officials from sectorial policies had a chance to express a common concern about taking international collective action on the scale required and drawing appropriate measures to reverse towards sustainable development the negative trend.

Urban areas concentrating the major part of the European citizens and the major part of the national domestic products are at the heart of the problem.

Urban transport has a centre place in the sustainable development of urban areas. The challenge for European Union institutions is to add value to actions at local level while respecting the principle of subsidiarity.

Identifying obstacles to help drawing joint solutions is the purpose of the preparation of the Green Paper one of the priorities of EMTA in 2007.

*Sabine Avril
Secretary General of EMTA*

Agenda

- **EMTA General meeting**
26-27 April 2007 – Bilbao (Spain)
www.emta.com
- **GREEN PAPER 4th technical workshop**
15 May 2007 – Brussels (Belgium)
www.civil.ist.utl.pt
- **UITP 57th World Congress**
20-24 May 2007 – Helsinki (Finland)
www.uitp.com
- **TRANSED 11th Conference**
Mobility and transport for Elderly and Disabled Persons
18-21 June 2007 – Montreal (Canada)
www.tc.gc.ca/transed2007
- **EURFORUM's 2nd Plenary Meeting**
28 June 2007
www.eurforum.net
- **5th International Rail Forum**
13-15 November 2007 – Valencia (Spain)
www.railforum.net

News from Europe

● Preparation of the Green Paper

The EU Commission White Paper on Transport in 2001 aspired to change the direction of EU transport policy acknowledging the growing congestion and raising pollution and the related adverse impacts due to the important increase in transport activities accompanying economic growth.

The mid term review of the White Paper in June 2006 and the Thematic Strategy on the Urban Environment identified urban transport as an area than can significantly contribute to achieve policy objectives in the field of climate change, energy efficiency, congestion, modal split, and lead to a better competitiveness, health and social inclusion across Europe.

The issue of sustainable urban transport came even more in the fore front since the beginning of 2007, when different reports and communications were released.

The United Nations Intergovernmental Panel on Climate Change report in February 2007 stated that the warming of the climate system was unequivocal and furthermore was very likely related to human activity responsibility. In the month of February 2007 also, the Council of the European Union meeting on Environment (20/02/2007) reckons that stimulating a substantial improvement of energy efficiency on both the demand and the supply side will reduce Green House Gas but stresses that international collective action will be critical to drive an effective, efficient and equitable response on the scale required, and finally welcomed the Energy Policy for Europe "Limiting the global climate change to 2°".

Also, the Council meeting on Competitiveness about the renewed Lisbon Strategy for Growth and Jobs and the Sustainable Development Strategy stressed the continuing need for a EU sustainable transport policy enabling Europe to meet its social, economic and environmental interests. The Council adds that in this respect, innovation in transport plays a major role in increasing Europe competitiveness and development.

Meanwhile, the Commission having decided to elaborate a Green Paper to outline a new role for urban transport within the European transport policy, embarked on a large consultation of the stakeholders.

To support the preparation of the Green Paper, key events and meetings are organized by the Directorate for Transport and Energy DG-TREN:

A conference has been held on 31 January 2007 in Brussels "Urban Transport: problems, solutions, responsibilities" gathering all stakeholders in the urban transport area, in which EMTA took part. Besides, a series of technical workshop are planned.

- > The first workshop on clean energy and efficient vehicles took place during the Energy Week in Brussels 24-27 January 2007.
- > The second workshop on urban transport financing and the third workshop on efficiency, intermodality and intelligent transport took place on 6 and 7 March 2007. EMTA was invited to present examples of good practice.
- > A fourth workshop is planned on 15 May and a final conference is foreseen on 4 June 2007.
- > The Green Paper should be released by the Commission in the autumn 2007.

The Commission also launched an electronic consultation on the Green Paper to reach more actors.

http://ec.europa.eu/transport/clean/green_paper_urban_transport/preparation_en.htm
<http://ec.europa.eu/yourvoice/ipm/forms/dispatch?form=urban&lang=en>

● Third Railway package

On 18 January 2007, European Parliament EP adopted in second reading the reports on the proposals of the Third Railway Package and made amendments, after adoption on 18 December 2006 by EP Transport and Tourism Committee of the recommendations in the draft report.

The Third Railway Package, presented in march 2004, proposes to:

- > Open up rail passenger services to competition within the European Union,
- > Improve the rights of passengers using international services,
- > Establish a certification system for locomotive drivers,
- > Step up the quality of freight services.

Of the 3 reports presented on 18 January :

- > Members of the European Parliament MEP supported the opening up of international passenger services to competition by 2010, however no date was set for liberalizing national rail services although a large number of MEP are in favour, contrary to the Parliament's Transport and Tourism Committee.
- > MEP adopted the passengers rights, recommending more information and more accessibility including assistance to people with reduce mobility, and supported the proposition of compensation for delayed travellers.
- > MEP made recommendation to increase safety requirements, they want all train crew to have safety certification not only the drivers as proposed.

A month after on 22 February 2007, European Commission EC adopted a proposal on EP amendments, mainly:

- > EC refuses the liberalization in 2017 of domestic lines
- > EC refuses the binding obligation of accessibility to people with reduce mobility of all stations and trains as well as the payments of fees for wheel chairs or baby carriages.
- > EC agrees the extension to all crew of the safety certification.

Next step is the vote in second lecture by the Council of EU. Depending on the position of the Council about liberalization of domestic lines the procedure of conciliation may take place.

www.ec.europa.eu/transport/rail/package

● Public service obligation on public passenger services (PSO)

The proposal for a regulation of the European Parliament and of the Council "on public passenger services by rail and by road".

The Council reached on 9 June 2006, a political agreement on the Revised Proposal of the Commission for a regulation on public service obligation for passenger transport services on rail and road (COD/2000/0212).

The Common Position was adopted by the Council on 11 December 2006 and sent to the Parliament for a second reading.

Mr Meijer released a report on the amendments on 12 February 2007 to the Transport and Tourism Committee at the European Parliament.

On 27 March, the Transport and Tourism Committee voted its Recommendation to Parliament's plenary meeting of 9 May 2007 for amending Council's common position.

Among the 235 amendments, 40 have been adopted by TRAN Committee.

The Presidency of EU will conduct an informal trilogue with Council and Parliament on 12 April 2007 with a view to reach agreement.

www.ec.europa.eu

● EURFORUM first stakeholder workshop

EURFORUM the European Research Forum for Urban Mobility is a European initiative, within EU Commission. The objective is to create a forum at the European level, effectively representing stakeholders of European research on urban mobility, including representatives of local authorities, public transport associations, research bodies, etc and provide recommendations for the co-ordination of European research.

Led by UITP, EURFORUM gets funding from the EU Commission (FP 6 programme) and brings together ASSTRA, POLIS, ECTRI, CERTU, TU Dresden and EMTA which is involved in the "consensus building" part.

The 1st stakeholder conference took place in Brussels on 28 January 2007 during which EURFORUM presented the State of the Art Report on urban transport research in Europe analysing 15 research topics linked to planning, policy and technology development in the field of urban mobility.

EURFORUM defined also its vision for urban mobility in 2020 with the objective of ensuring the future of European urban regions as vivid centres of economic, cultural and social life in Europe, in which citizens must benefit of clean, efficient, inter-modal and fairly priced transportation.

Some gaps have been identified between the State of the Art Report and the 2020 Vision revealing further research needs for Europe in the coming years and notably in the following areas:

- > Urban transport demand analysis-data collection
- > Urban transport supply side
- > User aspects
- > Economics and institutional constraints

EURFORUM will then develop a Strategic Research Agenda (SRA) by November 2007,

implemented by the needs identified during the discussions on 28 February 2007.

It is expected that this SRA will be used as an input in the priorities of the forthcoming 7th Framework Programme for Research.

www.eurforum.net/html/fileadmin/SoA_FinalDraft_160207_FINAL.PDF

● 4th UITP European Conference: Time for action

The 4th UITP European Conference held in Brussels on 27 February 2007 « Opportunities and Challenges: Time for Action » gathered the major European actors of urban mobility.

The central question was to identify the added value that the European Union can bring to enhance urban mobility. The conclusion is that the role of the EU institutions is to set the right framework conditions enabling appropriate local policies.

President of the Committee of Transport and Tourism at EU Parliament acknowledged the centre place of urban transport in the sustainable development of European urban areas while the President of the Committee of the Region insisted on the key role of subsidiarity in the local and regional transport policies.

Several opportunities for EU Commission to design the framework that would enhance coherence and efficiency were identified, among which legal framework for public service obligation, standardisation, better financing of infrastructure, research and dissemination of good practice.

EU Commission wants to adopt a global approach that would take into account the EU policies such as energy, environment and public procurement.

The Conference ended with the joint statement by the UITP EU Committee and the European Transport Worker's Federation (ETF) on urban mobility. The transport sector represents 10 million jobs and accounts for 7% of Europe gross domestic product.

The statement stresses the need for specific objectives and measurable targets within integrated policies that would not only focus on the supply side of transport but also on the related effect on land use and on external costs that might impact adversely on the local sustainable development.

www.etf-europe.org
www.uitp.com/europolicy

News from the cities

● London: Congestion Charge extends west

The Central London Congestion Charge was introduced on 17 February 2003 as a £5 daily charge for driving or parking a vehicle within the congestion charging zone between 7:00 am and 6:30 pm Monday to Friday.

In the course of the years, the daily charge has been raised to £8, the hours have now changed to 7:00 am to 6:00 pm and a Pay

Next Day Scheme allowing drivers to pay £10 until midnight on the following charging day has been put in place.

The positive results of the Central London Congestion Charge encouraged the Mayor of London after a public consultation process to extend the zone westwards and cover parts of the boroughs of Kensington & Chelsea and Westminster. These were of the most congested areas in the UK.

Ahead of the western extension, a significant package of measures were introduced by TfL to enhance bus services including extensions to bus routes, significant increases in frequency across the network and the introduction of an additional bus route from December 2006. These have provided space for an additional 4,800 passengers travelling to inner West London from south, west and north London in the morning peak.

Since the introduction of the charge in 2003, traffic levels have been reduced in the central zone by 15%, meaning that each day in 2006 there were almost 80,000 fewer vehicles entering the charging zone compared to the number that had been entering each day before charging began.

The reduction in traffic has led to a significant cut in CO2 emissions within the zone. Roads safety has also improved, with 70 fewer road accidents each year directly because of the congestion charge. The charge has also contributed to the growth of cycling, since 2000 there has been a 72% increase in the number of cyclists on the capital's major roads, now more people than ever before are travelling by bike.

Congestion Charging generated revenues of £122m in the year 2006, all of which has been reinvested in transport improvements across the whole of London.



www.tfl.gov.uk

● First Statutory Quality Partnership signed in Sheffield

On 29 January 2007 Sheffield City Council and the South Yorkshire Passenger Transport Executive (SYPTe) signed the First Statutory Quality Partnership Scheme to be made in England under the powers given by the Transport Act 2000.

The Statutory Quality Partnership Scheme for North Sheffield (Barnsley Road) will bring significant improvements to the quality of bus services in this part of South Yorkshire.

The scheme includes measures concerning infrastructure such as a new bus lane on Burngreave Road, improvement of bus stops, better information including real time display and new traffic detection technology. In return minimum standards are required of bus fleet (low floor and low emissions, on-board cameras for passenger safety) and qualification for all drivers.

More than 14 million bus passenger journeys are made annually and raising the quality is expected to offer an attractive alternative to the private car for some journeys.

Connect Sheffield: First Integrated Wayfinding System linking public and private transport and pedestrian information has been launched in the city centre.

The project is part of the Transport Masterplan for Sheffield city centre it addresses all modes

of transport and aims to provide legible, accurate, frequent and consistent travel information to ensure people can navigate themselves and have a real travel choice. Around €7.3 million is being invested in the Connect Sheffield project which unfolds in two phases:

- > The first phase focuses on pedestrians and bus and tram passengers. It consists of a series of pedestrian Information Points (PIPs) located at regular interval along pedestrian routes and are useable by people with disabilities. Location maps and photograph of the immediate surroundings, along with relevant information associated with the area are provided at each PIP. The new Connect style is also applied to the bus shelters including flags to emphasise the identity of the project and reinforce integration and consistency. Information provided includes network/route maps, timetable and real time information at selected places.
- > The second phase will include a Variable Messaging System giving information on available parking spaces and traffic congestion conditions. Geared towards motorists, VMS will help in making choices in combination with the use of public transport.



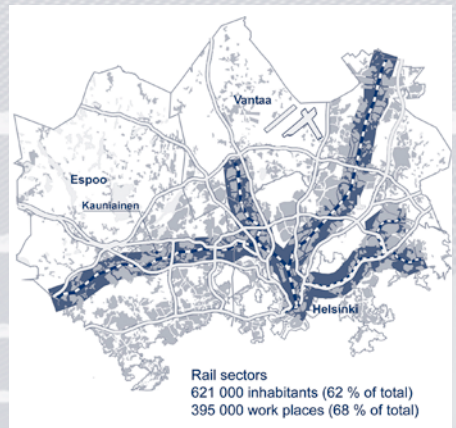
www.sheffield.gov.uk ● www.Sypte.co.uk

● Helsinki Metropolitan Area unfolds the Transport System Plan PLJ 2007

The Executive Board of the Helsinki Metropolitan Area Council (YTV) gave its approval to the Helsinki Metropolitan Area Transport System Plan (PLJ 2007) in March 2007.

Following a previous PLJ 2002, the PLJ 2007 transport system plan has been produced on the basis of a vision for the long-term target situation. The transport system envisioned offers generous transport opportunities for everyone and guarantees comfortable living conditions and transport reliability, thus it promotes regional competitiveness.

As the interaction between the developing use of land and the transport system naturally leads to an increase in road traffic, traffic problems cannot be solved by the sole developing of the transport network.



The extensive PLJ 2007 strategic plan includes a wide range of measures covering the overall traffic policy for the Helsinki Metropolitan Area. The main sub-strategies are:

- > Managing mobility demand and modes of transport: new land use is concentrated along efficient public transport connections, especially along rail lines, thus an extensive transport study in the metropolitan area and the commuting area is conducted.
- > Developing public transport services: the state support will help guarantying the funding and quality of service and tariffs and e-ticketing will keep improving.
- > Increasing transport system efficiency by means of mobility management and information. Six leading projects are implemented based on monitoring, traffic management and communication services.
- > Unfolding thematic programmes and projects for the development of the transport system amounting to a total of € 110 million for the period 2008-2015.
- > Developing Infrastructure projects: an ambitious programme of ring railway line, the completion of ring roads, and the expanding of city rail connections will represent an annual cost of € 200 million.

The letter of intent by the Ministry of Transport and Communications, the municipalities in the Helsinki metropolitan region and the Helsinki Metropolitan Area Council (YTV) is under completion.

www.ytv.fi

● Time for cycling has come in Seville

The Seville Metropolitan Transport Plan: Seville Mobility Scheme approved by the Regional Government of Andalusia is a comprehensive, and integrated scheme, environmentally sustainable which emphasizes efficiency, intermodality, social cohesion and promotes alternative modes like walking and cycling. A 77 km network of cycle lanes is currently implemented and 2800 parking slots to

accommodate 1500 bicycles available at 150 renting spots located in strategic places in the city.

The Seville Metropolitan Transport Consortium is developing a pilot project called BUS + BICI to promote the combine use of bus and bicycle as an alternative means of transport. The bicycle is free provided you have a day travel card.

Given the success of the experiment, an additional renting spot has been opened in the second major metropolitan bus terminal close to Prado San Sebastian Station.

The Consortium provided a number of bicycles allowing 40% of its staff to go to work riding a bicycle.

Major changes are expected from the Transport Plan namely:

- > increase in public transport patronage expected to reach a share of 50% for urban journeys and 15% in the total metropolitan area,
- > reduction of pollution by 20% and
- > overall annual saving of € 21.1 million as a result of saving environmental cost and road fatalities.

www.consorciotransportes-sevilla.com

● Accessibility to public transport, the state of the art in Paris-region.

The law on "Equal rights and opportunities, and inclusion of disabled citizens" passed in 2005 imposed on public transport authorities to elaborate an Accessibility Master Plan prior to February 2008 that describes the public transport services and draw measures to achieve full accessibility of the transport system by 2015.

STIF has just completed the first phase of the project and released the state of the art of accessibility of the Ile-de-France (Paris region) public transport network. The review covered all services: bus routes, rail and tram lines and stations, travel information, and door to door services (the obligation excludes metro lines).

A large consultation with all actors, operators, disabled people representatives and municipalities was conducted and the document reflects a common view.

Among the outcomes of the review:

- > priority should be given to intermodality and to consistency across the network to ensure accessibility of the whole chain of transport,
- > mechanical devices are not sufficient to achieve accessibility, human aid is needed in some cases,
- > priority should be given to accessibility of bus routes less expensive to improve in a short period of time.

www.stif-idf.fr

To receive this
newsletter by e-mail:
contact@emta.com

● LYON survey on household mobility

A major survey on household mobility in the metropolitan area of Lyon has been released in March. The survey covered 460 municipalities and 1,9 million inhabitants out of which 11,000 household have been inquired representing 26,000 individuals; 90,000 trips have been reviewed from November 2005 to April 2006.

The survey took into account all modes of transport and mobility behaviour. Among the more significant outcomes:

- > the number of trips/day/person is 3.3 to 3.9, representing between 57 mn and 80 mn and a distance between 11 km and 37 km,
- > greater mobility is related to age (25-50 years old), working activity or on the contrary household position, and education,
- > 1 in 3 trips is related to work or education, and trips to work are mostly (71%) done by car on the basis of one person one car,
- > most trips are done within the limits of the person's residential area, the second most important destination is the city of Lyon,
- > in the greater Lyon area, less than half of trips are made by car (in fact the car modal share decreased from 53% to 47,5% within 10 years), the other trips are made by public transport and walking, on the reverse in the rest of the metropolitan area the car modal share increases up to 85%,
- > multimodality in the sense of combination of modes is not yet popular, but people think public transport should be developed especially in the dense area even at the expense of the car use.

The data collection will be a useful tool for future transport policy in the metropolitan area of Lyon.

www.sytral.fr

● Bahia de Cadiz Maritime Service

Cadiz Bay and Jerez de la Frontera are situated in Andalucia south west Spain. The population figure reaches 1million inhabitants in season. Consorcio Metropolitano de Transportes de Cadiz Bay CMTBC is responsible for suburban trains, suburban and urban buses and more recently for maritime services.

During the year 2006, Maritime Service was the major project for Bahía de Cádiz consortium. The project included three maritime terminals and two catamaran ferries. Two round trip lines were opened on 6 June 2006: Cádiz-Rota-Cádiz and Cádiz-El Puerto de Santa María-Cádiz.

The foreseen demand was established around 480,000 trips in full operation. The target for the first year was to reach at least 70 % of this figure. Results are promising for after five month of operation 70% of the target for the first year as already been accomplished.



The line Cádiz-El Puerto de Santa Maria-Cádiz attracts 83% of the passengers and the line Cádiz-Rota-Cádiz merely 17%. A third ferry has been added since 1st February 2007, which allows higher frequency of the service.

Indicators of punctuality and provision of service rank above 95% and CMTBC is considering adding new lines.

www.cmtbc.es



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