

editorial

During 2007, Public Transport quietly made its way through to European level. The European Commission in releasing a Green Paper acknowledged a move "Towards a new culture for urban mobility". The European Parliament and the Council adopted the regulation on public passenger transport services by rail and by road. Debates are on going to design a binding frame to reduce Greenhouse Gas emissions on road transport.

Challenges however are higher than ever and Transport Authorities, in the forefront of actors, enter 2008 knowing they will have to embrace comprehensively the problems in their social, economic and political dimension, if they want to reach solutions that endure.

2008 will see the lay out of the Commission urban mobility action plan and 2008 will also see the tenth anniversary of EMTA.

Ten years already of sharing practice, of developing knowledge, of building on experience across European metropolises, ten years that made EMTA a strong and reliable actor to take part into the drawing of the urban mobility action plan at European level.

No doubt, 2008 will be a busy year for EMTA.

Best wishes for a Happy New Year

Sabine Avril
Secretary General

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

News from Europe

● Regulation

The Regulation of the European Parliament and of the Council on public passenger transport services by rail and by road has been published at the Official Journal of the European Union on 3 December 2007.

The entry into force of the Regulation is 3 December 2009. The transition period (10 years) is limited to the application of article 5 on the way public service contracts have to be awarded. Provision have been made for specific regime for existing contracts that under certain conditions may remain in force also after the entry into force of the Regulation.

REGULATION (EC) No 1370/2007 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70).

www.eurlex.europa.eu/LexUriServ/site/en/oj/2007/l_315/l_31520071203en00010013.pdf

● Galileo

The European parliament and the Council came eventually to an agreement 3 December 2007 on the funding of Galileo thanks to the revised proposition of the European Commission.

The European global navigation satellite EGNOS-Galileo project will provide in 2013 five navigation services: Open Service, Safety of Life Service, Commercial Service, Public Regulated Service, Search and Rescue Service.

The total estimated amount for full operation capability of Galileo is €3.4bn for 2007-2013 of which €2.4bn remained to find. Finally the EU budget ministers agreed to cover the €2.4 billion needed through unused Community funds, mainly those earmarked for the common agricultural policy.

The revised proposition contained also provisions on the governance and the industrial tendering process in order to guarantee competition and transparency.

Commissioner Barrot said "The industrial plan has been very difficult to implement because we had to reconcile a necessary measure of competition and a desire for fair allocation of the construction work on Galileo. So in dividing the programme up into six packages, imposing sub-contracting, we have maintained competition so that all the aerospace industries in Europe can participate".

www.eu2007.pt/NR/rdonlyres/D69E2B31-CAD9-44C7-BF77-56A4567D3D62/0/97344.pdf

● **European Union presidency in 2008 will start with Slovenia** during the first semester followed by France during the last semester.

Among the main topics of the Slovenian presidency agenda are energy and climate change and the implementation of the new Lisbon cycle for growth and jobs. After the Bali climate conference in December, the Commission is expected to propose a comprehensive energy and climate change package in January, with a special focus on emissions trading, carbon capture and storage and renewables.

With the Lisbon strategy currently under review, EU leaders will decide on the implementation of the next Lisbon cycle when they meet at the Spring Council 13-14 March in Slovenia.

www.eu2008.si/info/en/

News from the cities

● Vilnius implements E-ticketing

As of 1 December 2007 electronic ticketing (e-ticketing) is in operation in Vilnius.

The implementation comes as the result of a European Regional Development Fund (ERDF) project which was initiated by Vilnius City Municipality.

- > The project was initiated in 2004, when the three biggest Lithuanian cities – Vilnius (554.409 inhabitants), Kaunas (358.111 inhabitants) and Klaipėda (185.936 inhabitants)* - decided to use European financial support to introduce one electronic ticket for all three cities with the possibility of attracting more Lithuanian cities to join the same system. The main aim of this project is to create and introduce a unified e-ticketing and passenger information system, covering the networks which are operated with buses and trolleybuses except for Klaipėda where only buses are operated.
- > Currently, only monthly tickets are available in electronic form. Plans for the future are to introduce single tickets, as well as hourly and daily tickets and to develop other applications for the e-ticket card.



- > In Vilnius the institution responsible for the implementation of the project is Municipal Enterprise "Susisiekimo Paslaugos" (MESP). The total budget is €5,6m of which €4,05m from EU financial funds. Vilnius received about €2m, Kaunas about €1,5m and Klaipėda about €0,6m.

*the capitale city of Vilnius is south-est of Lithuania opposite from the City of Klaipėda wich is situated north- west on the Baltic Sea and 312 km apart from Vilnius. The city of Kaunas sits in between, 100 km from Vilnius.

www.vilniustransport.lt

● New technology for Ile de France rolling stock

In 2006, STIF decided to launch along with SNCF an ambitious programme of modernisation of the rolling stock for a total amount of €2,09bn. The programme included:

- > Acquiring 172 new trains specially designed for Ile de France services to replace the oldest cars of the fleet. The cost is €1,85bn. Delivery will start end 2009.
- > Renovating the double decker cars operated on the RER and other suburban lines for an amount of €108m of which 69% financed by STIF.
- > Acquiring 24 AGC bi-mode trains for the amount of €136m of which 35% financed by STIF.

The technology of the AGC bi-mode allows operating on electric powered tracks where possible (mainly in the dense areas) and switch to diesel power when necessary. It is the first time such a technology is operated in the Ile de France region, although AGC vehicles represent already a part of the French regions railway cars fleet. High capacity (250 seats), ergonomic seats, large windows, climate control, audio and visual information, accessibility to people with reduced mobility and video protection are the main features of these new cars built by Bombardier Transport in Crespin (north of France).



The order amounts to €136m co-financed by STIF and SNCF, including 24 trains of which 19 are to be delivered as of February 2008 and operated on the line Paris-Provins.

www.stif-idf.fr

● AMT increases by 70% Commuter train capacity

Montreal, December 18, 2007 – Agence métropolitaine de transport (AMT) applauds the Quebec government's decision to grant the necessary financing for the acquisition of 160 double-decker commuter train cars, which will enable significant service improvements throughout the metropolitan region's commuter train network.

These new cars will make it possible to boost capacity by 70% on the current network as ridership continues to increase but trains are running at — or even above — capacity, and inaugurate service on the future eastern train line.



This order consists of 30 multilevel cars for the Eastern Train and an option on a total of 130 additional cars, as stipulated in the request for proposals. This represents an investment of 386 266 045\$* (€279,9m), the largest commuter train investment ever made in Quebec.

These new multilevel cars offer cutting-edge technology and improved comfort to commuter train users. Each of the 160 cars will be equipped

with 142 ergonomic seats, a roomy intermediate level between the two decks (with benches), bicycle spaces, and an audio-visual information system provided with intercoms connecting the passengers to the train crew. All cars will be fully accessible to people with disabilities.

These cars will be commissioned progressively starting in the fall of 2009. The cars will be gradually put into service on the future Eastern Train line and on the five existing lines (Dorion-Rigaud, Blainville-Saint-Jérôme, Deux-Montagnes, Mont-Saint-Hilaire and Delson-Candiac).

*Price subject to fluctuation in price of steel

mnadeau@amt.qc.ca

● **From PTEG*: More powerful transport authorities for British city regions?**

The powers available to city region transport authorities in England outside London are relatively limited compared with their counterparts across Europe. Successive waves of deregulation, privatisation and centralisation have left the Passenger Transport Executives with very limited controls over the main form of public transport in their areas (the buses) and highly dependent on UK Government for funding and approval for schemes.



The success of the devolution of powers on transport (and other key policies) to London, Scotland and Wales coupled with the economic resurgence of the city regions means that the tide could be turning for the PTEs. The Local Transport Bill offers the prospect of more fully empowered city region transport authorities with national government ceding powers to them on the basis of locally determined reviews. Possible changes include to the way they are governed, extended boundaries, more influence over local rail networks, more options for raising funds locally, more influence over highway networks (currently a local district council responsibility).

The legislation also includes a package of measures designed to help revive the bus sector. Whilst, in general, there has been remarkably strong growth in the use of local heavy and light rail systems in PTE areas, local bus networks and fare paying passenger usage continues to shrink. The main area of growth on local bus networks now is for older people as a result of a free off-peak fares scheme which becomes a national go anywhere scheme in April 2008.



The bus reform measures aim to make partnership arrangements between operators and local transport authorities more viable whilst still maintaining safeguards against anti-competitive behaviour (a tricky balancing act!). They also provide a new process for introducing the franchising of networks of services. However, the transition from a nominal free market (in reality a series of local monopolies dominated by major national operators who rarely compete with each other) to a franchised system is a tough proposition given that the incumbent monopoly normally own the garages, staff and vehicles and is under no obligation to pass them on if they do not win an initial franchise contest. These challenges are exacerbated by a bureaucratic and convoluted approvals process which give two non-elected bodies a veto over any franchising plan.

The legislation is not expected to become law until well into 2008 and it will be some time after that before the reformed PTEs are in place. However, many city regions are already preparing their new plans for the governance of their transport networks. In the strongest city regions a shift to bodies which begin to become more typical of that found in their European counterparts, and in London, is looking highly likely.

*PTEG - the Passenger Transport Executive Group - brings together and promotes the interests of the six Passenger Transport Executives (PTEs) in England. Strathclyde Partnership for Transport and Transport for London are associate members.

www.pteg.net/

Focus on Eurforum

The EURFORUM project in which EMTA was involved came to an end with the final Conference on 19 November 2007 in Brussels. The project which gathered UITP, various research institutes across Europe ECTRI, TUD, CERTU and 3 associations EMTA, POLIS, ASSTRA (further referred to as the consortium) started in April 2006 with the statement that urban transport was not enough part of the research concerns at European level although it played an instrumental role in the development of the urban areas.

● **It all started** with the consortium developing a Vision within 2020 in line with the Lisbon Agenda, of what should be enjoyable cities economically efficient and respectful of environmental concern. It followed with the opinion that update research and particularly existing technology Platforms like ERRAC* or ERTRAC** didn't address urban mobility specificities nor intermodality and finally stated that the research project should consider the end user as the starting point of any further thinking. In that sense, no existing research platform

actually fulfill those goals.

*ERRAC European Rail Research
www.errac.org/about.htm

**ERTRAC European Road Research
www.ertrac.org

● **Why call for EU action?**

The consortium saw the added value of EU in encouraging competition between technologies, in providing knowledge and guidelines, in supporting collection of data, and in bringing up innovative urban research topics.

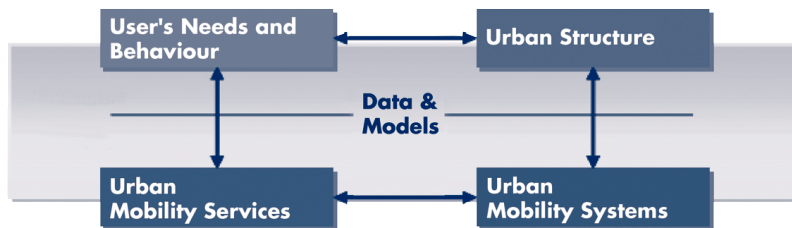
The final conference round table backed up this assessment. In particular, the panelists stressed:

- > The importance of teamwork, EU is seen as capable of triggering partnership, promoting further the various local achievements in good practices already acknowledged by their own networks, stimulating benchmarking experiences and finally formalizing guidelines to help disseminate the acquired knowledge.
- > The necessity of setting up standards and harmonizing data collection, costs assessments and methodology including maintenance, life cycle costs and so on... Also the panelist called for intervention from EU to promote joint procurement as it is seen as a way to push forward the integration of new technology, not least the ones about cleaner exhaust emissions, into public procurements.
- > The instrumental role of EU in pushing forward the necessary change in mindset to achieve a behavioral shift in attitudes across Europe away from car dependency and supportive of sustainable mobility.

● **The consortium developed the structure of EURFORUM's strategic research agenda (SRA)** focusing as previously underlined on the user's needs.

Knowing better the citizens activity patterns and therefore needs for mobility in the urban area, will help in designing better or newer adequate transport services or even mobility services. The urban structure and for example the relationship between land use and transport demand, in fact impacts significantly on user's needs and at the same time user's behavior impacts on urban structure. They interact. Therefore research on the demand side is needed to increase knowledge about human behavior and about impacts of policy measures or system innovations on citizens' attitude.

On the supply side, urban mobility services lack of enough recognition from the travelers whose information is often poor and therefore leads to inefficient use of transport options. Besides services should be better integrated in a wider vision of intermodality including all modes of mobility beyond the regular public service transports. Sound models of such wide and integrated mobility are still to be designed.



Lastly, urban mobility systems must emphasize transport safety, as well as "efficient greener systems" and make the most out of the resources of ITS (intelligent transport system) to optimize networks combining efficiency and management.

● **The final conference round table**, gathering high level speakers from the Portuguese Presidency, the Committee of Regions, the European Parliament and the European Commission, along with prominent leaders of Research Institutes, UITP Euroteam, POLIS association and the President of EMTA, supported the analysis and provided furthermore comments and ideas such as :

- > The promotion of good practices could be encouraged by granting Awards in Sustainable Urban Mobility. Also to reinforce the commitment of local authorities, public bodies, operators and all actors, engage in a Charter of commitment on Sustainable Urban Transport.
- > Innovation in ITS will hopefully be strengthened by the implementation of Galileo allowing holistic multimodal information to help the citizen make the right choice at every moment.
- > Common methodology and standards have been stressed again and for example to develop internalization of external costs.
- > Finally the President of EMTA stressed the point that to develop integrated networks along with integrated fare policy and provide efficient and sustainable transports systems while better coordinating land use and transport planning, called for strong and capable transport authorities. In their turn those authorities were in great need of funding to face the challenge.

● **The final conference ended with recommendations**, among which the main ones:

- > Research should be considered both as an element and a policy. It requires partnership with shared responsibilities on the selected topics, for example the project European Bus System of the Future gathers 51 stakeholders.
- > Research should be used to implement change and new governance and it is the right time.
- > Research on Urban Transport should build on existing technology platforms with cross cutting activities.
- > Research could use combined funding from different EC sectors: the Frame Programme 2007-2013, the Trans European Network funds, the Cohesion funds and also the national funds from Member States should help.

- > Finally Andr s Ziegler Director of the Commission DG RTD Transport Directorate said, "The results of EURFORUM will pave the way for better coordinated research activities across Europe and will be an important factor in the implementation of FP7*, improving our understanding of what measures can be implemented in cities to improve urban mobility".

● **EMTA is well placed to contribute** mainly in providing good/best practices knowledge, in sharing data as well as providing benchmarking on statistics and performances, and in disseminating information out of the various surveys it has and continues to conduct.

For the sake of the Urban Mobility research organization, the SRA has been structured into 4 main sectors. However, those sectors interact with one another and research and innovation in one sector when implemented might impact on the others. To ensure such effects are balanced within the transport system and even beyond the mobility system, a good coordination is required and this reinforces again the Transport Authorities' role.

EMTA will therefore have to play a role in the future platform on Urban Mobility Research.

* *Seventh Research Framework Programme 2007-2013*

www.cordis.europa.eu/fp7/home_en.html

www.ec.europa.eu/research/transport/news/article_6406_en.html

Agenda

- **ITF (International Transport Forum)**
Stakeholder and Consultation day
On Greenhouse Gas Emissions Strategies in the Transport Sector
24 January 2008
Paris, France
www.internationaltransportforum.org
- **The Car within Transport Policy:**
designing for new challenges
5 February 2008
London, United Kingdom
www.landorconferences.co.uk
- **IT-TRANS 2008**
13-15 February 2008
Karlsruhe, Germany
a UITP event,
susanne.sommer@uitp.org
- **EuroRail 2008**
25-28 February 2008
Milano, Italy
www.terrapinn.com/2008/eurorail/programme.stm
- **Meet Bike**
3-4 April 2008
Dresden, Germany
www.meetbike.org
- **ITF (International Transport Forum)**
28-30 May 2008
Leipzig, Germany
www.internationaltransportforum.org



11, avenue de Villars • F-75007 Paris
T l. + 33 1 53 59 21 11 - Fax + 33 1 53 59 21 33
www.emta.com • contact@emta.com