EMTAnews
EUROPEAN METROPOLITAN TRANSPORT AUTHORITIES

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News from Europe

● EU Commission has launched the mid-term review of its transport policy
The European Commission will carry out over the coming months the mid-term review of the White Paper on "the European transport policy for 2010", that has been adopted in 2001. The objective of the mid-term review is to assess the impact of measures that have been proposed to:

> rebalance transport modes
> reduce congestion
> improve quality of transport

The review will be use serve to identify objectives of the White Paper that can be achieved and those for which adjustments are necessary.

The review will have to take several new and outstanding developments into account which justify an update of the basic hypotheses of the White Paper, including EU enlargement, weak current economic growth, high oil prices and new concerns, such as those relating to the safety of transport.

In this context, to supplement its own analysis, the Commission launched a consultation that has ended on 31 December aiming at taking note of stakeholders opinion on transport policy.

EMTA has sent a position paper updating its comments on 2001 White Paper, expressing its understanding of the current situation and regretting the lack of measures regarding urban transport. Mobility in our cities is a huge concern in the daily life of 8 out 10 European Citizens and plays also a key role in congestion, air pollution, oil dependency and greenhouse gas emissions.

EMTA position is available on our website www.emta.com.

www.europa.eu.int/comm/energy_transport/white_paper_transport_revision/lb_consultation_en.html

● The Council of European Union reached a political agreement on market access for international rail passengers
The Council meeting reached on 5 December a political agreement on the rail market access proposal, which aims at ensuring market access for international rail passenger services. This directive is part of the Third Railway Package, which the Commission presented in March 2004 and which proposes the opening of the international rail passenger market in 2010. It includes the right for international trains to perform cabotage, that is picking up and setting down passengers at stations located in the same Member State.

Despite the previous Parliament vote on 28 September for an early opening to competition in 2008, the Council kept the initial calendar for the market opening. The political agreement includes measures to avoid national markets opening through the cabotage, that could have had impacts on urban rail services. The agreement also allows a financial contribution of market-opened lines operators to non-profitable national services. The text will return to the Parliament for a second reading.

The Council also reached a political agreement on the a regulation on international rail passengers' rights and obligations (*see EMTA News 22*) and a directive on the certification of train crews operating locomotives and trains on the Community's rail network.

www.ue.eu.int

● Directive on road charging Eurovignette approved by EU parliament
The European Parliament approved on 15 December the second reading for the Eurovignette directive update (Directive 1999/62/EC), that aims to harmonise road charging for lorries on EU roads and motorways. This bill is expected to be approved in a forthcoming meeting of the ministers of transport Council.

This directive is expected to strengthen the Internal Market and to establish a fair system of charging for the use of infrastructure based on the "user pays" and the "polluter pays" principles. It seeks to introduce standards, which offer Member States the possibility to charge infrastructure costs for road transport, and also contains a roadmap towards the future introduction of internalising external costs for all modes of transport. In addition, it aims to propose the use of transportation with the least environmental impact and stimulate new investment in transport infrastructures. For instance toll variations according to Euro-classes will be obligatory no later than 2010 for those countries which have toll or user charges.

Parliament's amendments relating to stricter earmarking were also accepted. Revenues from tolls or charges for the use of road in the trans-European road networks should be used for the maintenance of the infrastructure concerned and the transport sector as a whole. An extra 15% 'mark-up' charge can be levied to finance new alternative transport infrastructure projects such as rail or inland waterways (the mark-up can be raised to 25% for cross-border projects in mountainous regions). However, the Parliament excluded the idea of urban-mark-up charges, arguing that urban road charging is already made possible by the current directive (Article 9).

Tolls and/or user charges are to be applicable to vehicles with a permissible laden weight of 12 tonnes and more, and of 3.5 tonnes and more from 2012. Fare reduction possibilities for frequent users will be limited to the reduction of administrative costs.
Tolls and/or user charges are supposed to be applied to the whole of the trans-European road network as a principle. However, authorities may decide to exempt isolated areas or economically weak regions from applying tolls or user charges.

The Council accepts the concept of internalising external costs, however, in order to be internalised, the costs have to be proved "undeniable". It was agreed that the Commission will come up with a model on the internalisation of external costs no later than two years including an impact assessment and a strategy for a stepwise introduction for all modes of transport. Ultimately three years later, the Commission will come up with a proposal for further revision of this directive. Next to that there will be a clarification of the possibilities Member States have to introduce urban traffic charges in order to fight air pollution and congestion.

www.europarl.eu.int

● The European Commission wants to promote clean vehicles
The European Commission proposed on 21 December a new directive on the promotion of clean road transport vehicles. This proposal aims at contributing towards the creation of a market for “clean” vehicles in order to reduce pollutant emissions in the transport sector. By requiring public bodies to earmark a quarter of their annual procurement requirements to such vehicles, the new European rules will make it possible to give manufacturers the assurances they need in order to develop these vehicles for a wider market. These measures will also increase energy efficiency in the transport sector, one of the most polluting and energy–intensive sectors. In the EU as a whole, road transport accounts for approximately one-quarter of total energy consumption and CO2 emissions. The potential for reducing vehicle emissions and making energy savings is substantial. However, the technologies needed remain more expensive than conventional vehicle manufacturing technologies.
The Directive provides that public bodies (State, regional or local authorities, bodies

governed by public law, public undertakings and operators contracted by public bodies to supply transport services) will be obliged to allocate a minimum quota of 25% of their annual procurement (purchasing or leasing) of heavy-duty vehicles including buses to enhanced environmentally friendly vehicles (EEV). The "clean" vehicle procurement obligations are initially limited to these vehicle categories for which the market shares accounted for by public bodies are significant (approximately 6% in the case of lorries and around one-third in the case of buses).
The number of vehicle procurements covered by this Directive is about 52.000 in total, split into 17.000 buses, and 35.000 other Heavy Duty. A quota of 25% clean vehicles from the total corresponds to 13.000 vehicles per year of which 4250 buses.

The average price of clean vehicles is about 5-15% higher than that of conventional ones. The exact difference in price depends on the technology. Diesel vehicles upgraded for EEV with catalysers and particulate filters cost about 5% more; Natural gas (CNG) and LPG vehicles cost about 15% more. The difference is expected to decrease by developing markets for clean vehicles due to the economies of scale involved.

The Commission will examine whether, in a second stage, the quota obligation should be extended to include other vehicle categories.

These technologies have been supported by European funding from the research and development programmes and the Structural Funds. The Commission proposal will now be forwarded to the Council and the European Parliament under the co-decision procedure.

europa.eu.int

News from the cities

● Britain moves one step closer towards the introduction of road pricing

Transport secretary Alistair Darling said at the Confederation of British Industry (CBI) conference that congestion on roads in cities was one of the biggest threats to economic expansion and local economies in the next 10 to 15 years. CBI estimates the impact of congested road an rail holp-ups at €29 billion a year. Convinced that without more radical measures, including more effective demand management and actively managing traffic flows, road congestion will get worse, Alistair Darling stressed the need to look at road pricing. Department for Transport will help local authorities to develop practical solutions to congestion problems and will support the development of a national road-pricing scheme.

The authorities, West Midlands, Greater Manchester, Tyne & Wear, Cambridge, Bristol, Durham and Shropshire, will share more than €10 million to fund the development of schemes which will form part of the government's study of road pricing feasibility promised last year.

The €10 million is part of a "pump-priming" fund to allow these authorities to prepare more detailed bids for the government's Transport Innovation Fund (TIF). Up to €420 million of TIF monies will be available to a select number of authorities from 2008/09, growing to over €2.9 billion by 2014/15.

www.dft.gov.uk

● Towards a connection between Dublin LUAS lines

The Red Line and the Green Line that entered in service in 2004 constitute Dublin light rail scheme, LUAS. These two lines do not connect: there is a 15-minute walk between Abbey Street on the Red Line and St Stephen's Green on the Green Line. However, tickets bought for a journey starting on one line and finishing on the other are valid for the whole journey. There is a significant public demand to fill this missing link.

The Railway Procurement Agency (RPA) proposed in November a new plan to link the Red and Green LUAS lines. RPA is an independant Statutory Body in charge of securing the provision of light railway and metro infrastructure, acquiring and facilitating the development of land adjacent to any railway works and developing an Integrated Ticketing System in Ireland.

According to RPA, joining the two LUAS line would increase the patronage by 25%. In 2005 more than 20 million passengers have been carried, representing 70,000 passengers a day.

5 options have been studied and will be debated with the local population, businesses and commercial interests prior to further technical investigations.

www.luas.ie • www.rpa.ie • www.dto.ie

● HannoverMobile turns public transport into a full mobility service provider

The Greater Hannover Transport Association (GVH) manages mobility issues of a 1.1 million inhabitant metropolitan area through an integrated system. It offers a wide range of public transport services provided by four different companies: urban bus, tram, suburban bus, regional trains, and local rapid transit.

However, this level of integration and this range of services haven't been estimated comprehensive enough to fulfil all mobility needs, even if taking in account Park and Ride facilities. In order to better match dwellers' expectations, GVH has launched in December 2004 HannoverMobile, a complete mobility package grouping together public transport, car sharing, taxi, delivery services, cycle invoiced in a unique monthly 'mobility bill'.

The service aims at reducing the number of cars circulating in the streets but also at reducing car ownership. It can also be a lever to improve public transport patronage and to develop new markets for public transport stakeholders.

HannoverMobile service has a monthly price of €6.50 to be added to the public transport annual pass (€50 to €65 per month depending on the travelling zones) and includes the following services on a unique card:

> Car rental discount rates and car sharing access: 100 cars in 80 spots
> Taxi discount rates and cashless payment
> National rail 25% discount card - BahnCard 25
> Discount rates in secured bike parking facilities – Fahrradstation – and in bicycle stores: repair, rental
> Special conditions for delivery services, free downtown shopping goods storage
> Dedicated customer service

One year after its creation, 500 people are registered, mainly attracted by the car-sharing service. 25% of them were not yearly pass holders before and a third of them got rid of their car or refrained from buying one.

www.gvh.de

● London helps businesses changing their mobility habits

TfL is launching three new schemes to assist businesses in providing facilities for staff who want to reduce their dependency on private cars.

Under the new schemes, if companies draw up workplace travel plans which lay out how they will encourage and help their staff to use sustainable transport - like cycling, walking or public transport - in return they can be offered the following incentives:

> Up to £1,000 match funding for facilities including showers, lockers and drying facilities
> Free cycle stands for up to 40 bicycles
> Trade-price Raleigh bicycles for pool cycle facilities.

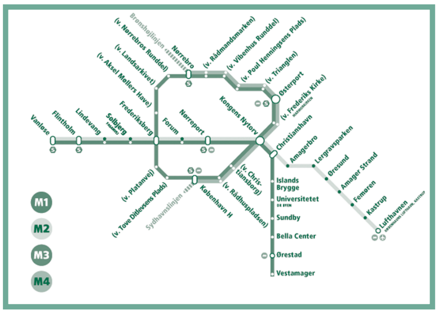
As part of a TfL-funded scheme, London boroughs offer free consultations with workplace travel advisors to produce travel plans. These plans can include initiatives to encourage cycling, walking, public transport use, flexible working and teleworking.

www.tfl.gov.uk

● **A circular subway in project for Copenhagen metropolitan area**

The Danish government and the municipalities of Copenhagen and Frederiksberg concluded an agreement for the construction Cityringen, a circular subway consisting of a 17 station-line around the capital. This line will double the number of stations of the current metro network that has opened in 2002 and that will also be extended by 4.5 kilometres to serve the airport by 2007.

The stakeholders have estimated the cost of the project at €2 billion. The construction will be funded by the Danish State (25%), the municipalities of Copenhagen and Frederiksberg (25%) and the remainder will come from operating revenues. The construction will be funded by the Danish State (one third), the municipalities of Copenhagen and Frederiksberg (one third) and the remainder will come from operating revenues. Works will begin in 2009 for a completion in 2017.



www.hur.dk ● www.m.dk

● **Employer-subsidised commuter tickets introduced in the Helsinki metropolitan area**

New employer-subsidised commuter tickets have been introduced in the Helsinki metropolitan area at the beginning of 2006. The goal of the new ticket system is to increase public transport attractiveness. Employers decide individually whether they acquire the ticket to their employees or not. Employers can also decide the level of the subsidy but they have to pay at least 25 % of the ticket price. This 25 % is tax free for both the employer and the employee. Employees benefit also from the fact that the subsidised tickets are season tickets which are valid round the clock, including evenings, nights and weekends.

Employers are offered a possibility to sign either a direct debit agreement or an invoicing agreement with Helsinki Metropolitan Area Council (YTV). Use of a direct debit season ticket significantly reduces paper work as the ticket price is debited directly from the employer's bank account once a month.

www.ytv.fi

News from companies

● **Keolis wins Kent rail franchise contract, First group wins Thames-link/Great Northern franchise**

UK Department for Transport announced in November several franchise contracts awarding for regional trains.

● The Integrated Kent franchise (IKF) has been awarded to Govia, common subsidy of Keolis and Go Ahead as of 1 April 2006. The IKF will include routes on the national rail network currently operated by South Eastern Trains throughout Kent, parts of East Sussex and South East London. It will also include new high-speed commuter services from St Pancras making use of the Channel Tunnel Rail Link (CTRL) in 2009. This will be the first high-speed commuter service in UK. Journey times for passengers travelling to the centre of London will be reduced by up to 35 minutes. CTRL will help support new housing and economic opportunities in the Thames Gateway area and beyond. Moreover, Govia will run in 2012 the 'Olympic Javelin' rail service linking St Pancras and Stratford in less than 8 minutes, that helped London secure the Olympic Games. The contracts amount to €6.5 billion over 8 years and will lead to significant improvements in the passenger facilities, in the reliability and in the quality of service.

● The Greater Western and Thameslink/Great Northern franchises have been awarded to FirstGroup plc, the UK's largest surface transport company. These new franchises, worth over £1 billion in revenue per annum, will commence operation on 1 April 2006.

> The new Greater Western franchise, which combines First Great Western, First Great Western Link and Wessex Trains, will commence on 1 April 2006 and run for seven years with a potential extension for three further years. €292 million of investments will be made in train fleet upgrade including interior uplifts, stations enhancement, cycle parking in every station and creation of 1700 car parking spaces.

> The Thameslink/Great Northern Franchise will be renamed First Capital Connect bringing together two key franchises operating across London and the South East. The franchise will run for six up to nine years, depending upon performance targets. €83 million will be invested in station improvements, including upgraded passenger facilities and enhanced passenger information systems, rolling stock enhancement but also in the development of 24-hour airport services to Gatwick and Luton.

www.keolis.com ● www.go-ahead.com
www.firstgroup.com ● www.dft.gov.uk

● **Translohr tramway arrives in Clermont-Ferrand**

The French City of Clermont-Ferrand received in December its first Translohr tramway that should enter in service end 2006. This tramway combines road technology and rail technology. On the one hand, it is equipped with tyres that provide high performances in terms of acceleration and braking, noise, and climbing (up to 13%). On the other hand, the vehicle is guided by a central rail sunk into the ground on which a very light load is exerted. The visual impact of this rail is then limited.

The vehicle has a narrow width of 2.20 metres and allows curves with a radius of 10.50 metres. Three lengths are available from 25 metres (STE3) to 39 metres (STE5). The 14 kilometres line will need 20 STE4 vehicles (32 metres long) for a total cost of €44 million. The total cost including the transport system amounts to €115 million while overall cost of the project including urban developments amounts to €290 million.

Clermont-Ferrand is the fourth city having chosen this technology, after the Italian cities of Venice, Padova and l'Aquila. However, no commercial service has been launched yet. Translohr has also signed a contract with Tianjin (China) and wants to promote this technology in Asia by building a training site in Osaka.

www.translohr.com
www.letram-clermontferrand.com

Agenda

- **Transport and Social Exclusion: Three Years On**
  23 February 2006 - Leeds Town Hall, UK
  www.thewaterfront.co.uk
  www.pteg.net

- **Metrorail 2006**
  28 - 31 March 2006
  Hilton Diagonal Mar, Barcelona, Spain
  www.rail-world.com/2006/metrorail

- **10th edition of ECOMM**
  European Conferences on Mobility Management
  10 - 12 May 2006
  Groningen, The Netherlands
  www.ecomm2006.nl

- **Global city Forum**
  17-19 May 2006
  Lyon, France
  www.globalcityforum.com

- **Intertraffic 2006**
  4-7 April 2006
  Amsterdam, The Netherlands
  www.amsterdam.intertraffic.com

News from other continents

● First Korean private investment metro project under construction in Seoul

The Seoul Metropolitan Subway is one of the most heavily used metro systems in the world, with over 8 million trips made daily. The current network is made of 10 lines covering 287 kilometres and operated by three companies: Korean National Railroad (KNR), Seoul Metropolitan Subway Corporation (SMSC), and Seoul Metropolitan Rapid Transit Corporation (SMRTC).

A new line (line 9) has been under construction since 2002 and should be completed in 2009, under the supervision of Seoul Metropolitan Government (SMG). This line, crossing the city in an east-west direction is the first Korean project undertaken under a Public Private Investment (PPI) initiative. The Rotem Consortium has been designed as the concessionaire, which will operate the system for a 30-year period under a design, build, transfer, operate and maintain scheme (DBTO). The first phase of the project consists of a 28-kilometre line reaching Gimpo Airport and serving 25 stations out of which 24 are underground. A 12.5-kilometre extension to the east is planned for 2015 but is not included in the BDTO concession contract. The project costs amount to 2,400 billion won (€2 billion) and are 51% funded by the construction parties and 49% funded by loans.

english.seoul.go.kr ● subway.seoul.go.kr

Don't hesitate to contact us if you want to receive this newsletter directly by e-mail:

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Focus

Airport connections on track in Moscow, Munich and Paris, opened in London

Public transport connections between cities and their main airports and within airports are seen as important in terms of accessibility, of international image and for the dynamism of the region. Several developments took place in the recent period regarding the airports of four main European cities:

Moscow:

Sheremetyevo, one of the three Moscow airports welcomes every year 12 million travellers. It is the only one that has never been linked by rail to the city centre, located 30 kilometres away. This represents a huge drawback, as travel time cannot be guaranteed due to the increasing congestion. The road journey on Leningradskoe Shosse is not reliable and can take from 20 minutes to 2 hours.

The decision to build this link had been announced by Russian transport minister in May 2005 and two projects are currently in discussion. The first one, Aeroexpress is supported by Moscow Airport and connects the airport to Savelovski station. The other one has been proposed by the Russian Railway Company RJD and connects the airport to St-Petersburg station. The cost of the project is estimated $300 million.

The potential market share is about 50% of the trips between the city and the airport and the service is expected to provide €21 million revenues to the operator. The line is expected to enter in service in 2007.

www.sheremetyevo-airport.ru

Munich:

Munich International airport welcomed 27 million passengers in 2004 and is located 38 kilometres from the city. It is linked to the centre by two S-Bahn lines allowing a travel time of 33 minutes to Ostbahnhof and 45 minutes to Hauptbahnhof with a €8.80 single ticket.

A new connection is currently being studied, using the Transrapid magnetic high-speed train, produced in the region by Thyssen-Krupp and Siemens. This type of airport link has been already functioning in Shanghai since January 2004. A real scale prototype has been installed in Munich airport to promote this technology. The new line would bring the travel time to 10 minutes, with a maximum speed of 350 km/h. The line could be located alongside the motorway and then wouldn't harm environment nor housing areas. No decision has been taken yet for this estimated €1.8 billion project that could be built within five years. The new German Government could impulse the process, however alternative improvements consisting of upgrading existing S-Bahn services are also proposed and could be more cost effective.

www.munich-airport.de
www.bmg-bayern.de

Paris:

Charles de Gaulle (CDG), Paris main airport with 51 million passengers in 2004, is served by a heavy rail line (RER B), offering a 30-minute journey to the centre (Gare du Nord). However, Aéroports de Paris, RFF the rail network infrastructure manager and SNCF, the national Railway Company are currently studying a dedicated line called CDG Express. French government has decided in October to undertake this project, part of the former Olympic bid for 2012, in a Public-Private Partnership and expect the line to enter in service in 2012.

However, on a short term the airport will be equipped in 2006 by CDGVal, a new internal shuttle system, based on the Val technology (Siemens), already used in Lille (France) and Torino (Italy). The 3.5-kilometre line will serve the main terminals, the high-speed train station and the main parking places. The investment costs amount to €145 million and the annual operating costs amount to €4 million. This project will provide travellers important time savings: it will take 8 minutes to run the 3.5 kilometres by CDGVal as current travel time by bus is about 25 minutes with possible irregularity. This free automatic line will run 24 hours a day with a minimal interval of 4 minutes.

Aérosat (Keolis) has been chosen to operate this line and Keolis contract for operating the bus network within the airport has been reconducted for a 6-year period which will allow a good co-ordination with CGDVal services.

www.aeroportsdeparis.fr
www.cdgexpress.org

London:

The Docklands Light Railway (DLR) extension to the new London City Airport station has entered in service in December. This is the fourth extension of DLR, which has four new stations and which now connects local and airport passengers direct into the Tube system at Canning Town. The line will help to connect central London, the City, Canary Wharf and London City Airport that will also play a key role in the London's transport plan for the 2012 Olympic Games.

The next stage of the Docklands Light Railway expansion is the 2.5-kilometre extension from King George V under the Thames to Woolwich Arsenal, which will provide businesses and local communities with another major boost when it opens in early 2009.

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