

From the President

editorial

Public transport has always been a vital part of the life of European metropolises. Now we are also faced with the challenges of climate change and European energy policy. Public transport plays a key role in meeting these global challenges. The European Commission has also finally recognized the importance of urban transport by publishing in September this year a Green Paper on Urban Transport to stimulate discussion.

The Green Paper quite rightly recognizes the key role of public transport for the viability of cities, but pays less attention to important questions of organization. From the city residents' point of view, it is extremely important that the public transport in a metropolitan area functions as one entity and that the ticket types offered to customers are simple with attractive prices. This requires that the metropolises have viable public transport authorities. The viability of these authorities can be strengthened by concentrating transport planning and financing of an urban region in the same hands.

Need for viable public transport authorities is the primary message of EMTA to the European Commission as measures and directives are planned on the basis of the Green Paper. EMTA is ready to cooperate with the European Commission for better urban transport and offers to share the experiences of thirty metropolitan public transport authorities for the common good.

Hannu Penttilä
CEO - YTV Helsinki

Agenda

- **EURFORUM final conference**
19 November 2007
Brussels, Belgium
www.eurforum.net
- **UITP Training Programme for Organising Authorities**
14-16 November 2007
Nantes, France
www.uitp.com
- **IPTS Intelligent Public Transport Systems**
1-4 April 2008
Amsterdam, The Netherlands
www.intertraffic.com/

News from Europe

● Regulation on public passenger transport services

- > On 18 September 2007 the Council of Ministers on 2nd reading adopted the Regulation on public passenger transport services by rail and by road.
- > The regulation will come into force 2 years after its publication at the EU Official Journal, this means end 2009.
- > A transitional period of 10 years is allowed to comply with the new constraints of competition in awarding process, during which each Member State shall take necessary measures to ensure these constraints will be honored in the mandatory delay (end 2019).

www.europarl.europa.eu/oeil

● Green Paper on urban transport "Towards a new culture for urban mobility"

After an extensive round of consultation of a wide range of stakeholders across Europe, European Commission released the document "Towards a new culture for urban mobility". The document is segmented in 5 sections each one culminating in a series of questions (25 in total). Those questions are the basis for a new consultation process until March 2008.

www.ec.europa.eu/transport/clean/index_en.htm

● Third Railway Package was agreed upon by EU member states on 23 October. The Directive covers:

- > Opening up of rail market to competition 1 January 2010.
- > Licence for train drivers from 2009.
- > Rail passengers set of rights and obligations and at some extent compensations for delays.

www.register.consilium.europa.eu/pdf/en/07/st03/st03637.en07.pdf

● EURFORUM

The final conference, November 19 in Brussels, aims at endorsing the final strategic research agenda and the frame of the permanent structure.

www.eurforum.net

News from the network

- > Elections of the 2007-2009 board of EMTA: President Helsinki YTV, Vice Presidents Madrid CTM and Paris-Ile de France STIF, treasurer Region de Bruxelles Capitale, other members Berlin VBB, Stockholm AB SL, Vilnius SP, Sheffield SYPT, Torino Agenzia per la Mobilità.
- > Three new members have joined EMTA : Copenhagen MOVIA, Budapest BKSZ, Montreal AMT.
- > Study on e-ticketing has been launched by the working group 12 October.
- > Presentation at UITP Light Rail Committee of EMTA study on Older Population and Public Transport.

contact@emta.com

News from the cities

● Sevilla : Consorcio expands its authority

The Board of Directors of Consorcio de Transportes Metropolitanos del Área de Sevilla approved on 19 September 2007, the incorporation of 17 new municipalities that will join the 22 currently making up, together with the County Council and the Regional Government, the body in charge of the management of the Metropolitan Public Transport.

The extension of perimeter better adjusts to the new enlarged scope of the Sustainable Mobility Plan and includes the following cities: Albaida del Aljarafe, Alcalá del Río, Benacazón, Bollullos de la Mitación, Brenes, Carmona, El Viso del Alcor, Gerena, Guillena, Isla Mayor, Los Palacios y Villafranca, Mairena del Alcor, Olivares, Sanlúcar la Mayor, Umbrete, Utrera y and Villanueva del Ariscal.

Consorcio de Transportes Metropolitanos del Área de Sevilla now serves an area of 4795 square km representing 34% of the Sevilla province surface and a population of 1,400,000 that is to say nearly 77% of the total population of the province. Development of public transport services and integrated fares will be implemented in the extended perimeter and enforce the current Consorcio policy encouraging the use of Public Transport.

www.consorciotransportes-sevilla.com

● **London TfL: 3-in-1 Card brings Oyster convenience to Barclaycard customers**

TfL, in partnership with TranSys and Barclaycard, have today announced the launch of Barclaycard OnePulse.

This unique 3-in-1 card combines Oyster with credit card and cashless payment facilities.

The Barclaycard OnePulse card allows passengers to take advantage of all the benefits that Oyster offers: cheap, quick and convenient travel on the buses, Tube, DLR and trams.

The OnePulse card also allows customers to pick up a coffee and newspaper on the way to work and pay for it using the OneTouch contactless payment system.

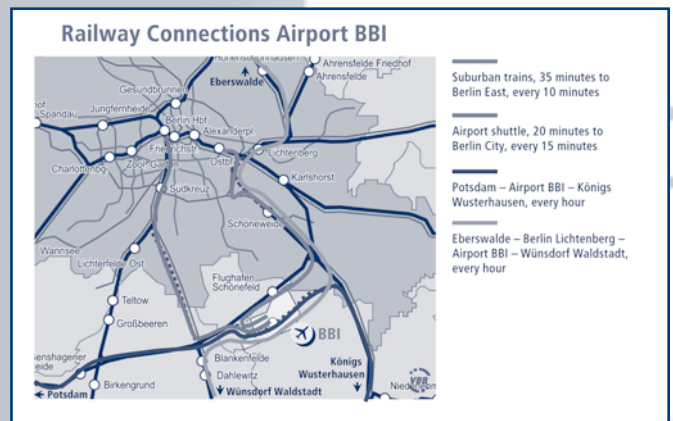
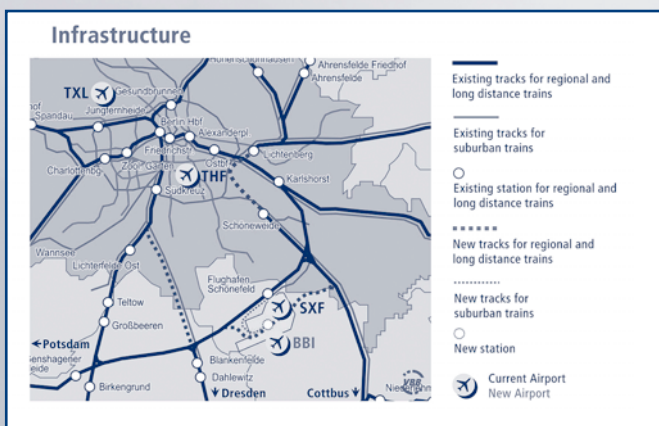


This technology can be used for buying everyday items, costing less than £10, by simply touching the card on a special reader at thousands of outlets across the capital. The OnePulse card also offers a credit card function.

● **The new airport Berlin-Brandenburg International (BBI) and its access to public transport**

In 2011 the new airport of the capital region of Berlin will open. Located 30 km south-east of Berlin (near actual Schönefeld Airport) it will replace the three existing airport facilities.

- > Connections to and from the new airport have been particularly studied to accommodate the foreseen 12-15 million passengers transiting each year.
- > A new railway station is constructed beneath the airport terminal to ensure fast access by S-Bahn and regional and national railways. Several railway networks will in turn integrate links with the airport.
- > To connect Berlin city, two services will be provided: The Airport-Express shuttle train will connect the city within 20mn every 15mn. Additionally the S-Bahn will be running every 10mn on a different line connecting within 50mn to the centre.
- > To other destinations in Brandenburg regional railways will run hourly.



The VBB Verkehrsverbund Berlin-Brandenburg –public transport authority covering the federal states of Berlin and Brandenburg capital area of Germany– is currently planning details and specifications. The services will be tendered in an open competition. The objective for the shuttle train is to find an operator who can provide the service without subsidies.

www.vbbonline.de

● **AMT wins Grand Awards from the Apta and joins the EMTA**

AMT Montreal, first North American member of EMTA network, has won two Grand Awards and three first place prizes in the 28th Annual AdWheel Award granted 8 October 2007 by the American Public Transport Association APTA.

AMT won competition for :

- *Grand Award, Print Media* (graphic image and communication tools for Annual TRAM campaign),
- *Grand Award, Special Event* (graphic image and communication tools for *In town, without my car 2006 event*),
- *First Place, Print Media* (poster, Annual TRAM campaign),
- *First Place, Print Media* (brochure, Annual TRAM campaign),
- *First Place, Special Event* (communication tools, *Journée en ville, sans ma voiture!, 2006*).

“ AMT is proud to have won five prizes. With those prizes APTA recognize the originality, creativity and efficiency of our communication and marketing campaign which goal is to promote the use of public transit,” said Joël Gauthier CEO of AMT.

The AdWheel Awards from the APTA recognize excellence in public transportation marketing and communications. More than 750 entries were received in this year’s competition.

AMT is now a member of the EMTA

Since October 2007, AMT is a member of the European Metropolitan Transport Authorities (EMTA), AMT will certainly contribute to share ideas about the European and American transit systems.

www.amt.qc.ca

● **Barcelona Metropolitan Region adopts its 2012 Mobility Master Plan (pdM)**

The pdM has been developed by ATM and approved in July 2007. Based on an integrated approach, it covers passenger and freight transport and aims at guaranteeing a high level of accessibility while reducing the environmental impacts of public transport.

According to the pdM, the following targets must be attained by 2012:

- > evolution of modal split so that sustainable transport means support 2/3 of the total mobility in the region,
- > increase of total share of public transport by 5 points percentage by deriving trips from private cars to public transport,
- > decrease of energy consumption per inhabitant linked to transport activities by more than 7.5 %,
- > decrease of CO2 emissions by 20,5% and of pollutant particles (PM10) by 48%,
- > decrease of casualties which should be 25% below the 2005 level.

The pdM draws 90 actions, and in particular:

- > to reduce urban sprawl by modifying some regulatory frameworks,
- > to increase public transport patronage by 30% and to reduce car mobility by 13%, improving bus efficiency with dedicated bus lanes and priority traffic lights and enhancing car sharing and car pooling,
- > to foster walking and bicycle use by building 150 Km of regional bicycle lanes,
- > to curb emissions by promoting cleaner vehicles, reducing fossil fuel consumption and reducing the average maximum speed on metropolitan motorways.

A wide consultation process was conducted of over 150 institutions and around 300 other stakeholders to ensure interests at large were taken into account.

www.atm.cat

● Helsinki leads the way in Finland for environmental-friendly public transport

In the coming years, bus fleet emissions in the Helsinki Metropolitan Area will be significantly reduced as buses start to run on new generation bio-fuel. The aim of the three-year trial project of HKL, YTV, Proventia and Neste Oil is that in 2010 half of the buses operated in the Area will use NExBTL, a bio-diesel developed by Neste Oil and produced from renewable raw materials.

NExBTL produces significantly less particulate and nitrogen oxide emissions than traditional diesel. In the tests made, nitrogen oxide emissions were reduced by 15% and particulates by 30% with a 100% NExBTL blend compared to the diesel fuel currently used in buses. This renewable bio-fuel also cuts by 50% the greenhouse gas emissions (GHG) generated during the life cycle of the fuel compared to fossil diesel fuel. NExBTL diesel can be used either as such or mixed with regular diesel.

The trial begins with 60 buses running on a 25% NExBTL blend with a view to reach 100% next spring. In the early stage two bus operators, Pohjolan Kaupunkiliikenne and Veolia Transport, participate in the project.

In addition to the bio-fuel, new kind of continuously operating exhaust gas purifiers are tested in some of the buses. The purifiers are manufactured by Proventia Emission Control which specializes in exhaust gas purification systems.

The trial project supports the Helsinki Metropolitan Area Climate Strategy, which aims at cutting traffic-related GHG emissions by one fifth by 2030.

HKL, YTV and Neste Oil have shared the responsibility and the costs for the project. Application for government funding has been made to relieve operators from additional cost due to bio-fuels.

During 2008, the trial project should enlarge and qualify for an EU project. As matters stand 20 cooperation partners from energy,

transport and automotive industries from Austria, France, Sweden and Germany will join. The EU project aims at promoting the use of bio-fuels via extensive product development cooperation.

rejjo.makinen@ytv.fi

● STIF- Paris Region

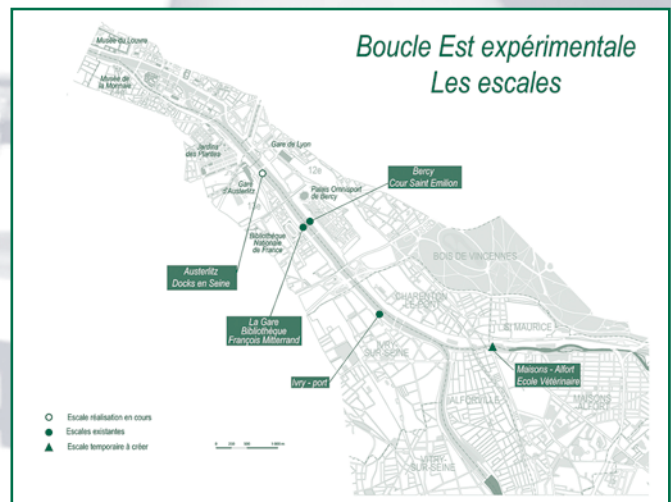
- > River services on the river Seine.

As a result of a new prerogative since 2005, STIF the transport authority of the Paris region is launching the first public service of transport on the river Seine which crosses the capital city from east to west.

The council of STIF approved in July 2007, as a first step, an experiment of river services on the east side of Paris between Gare d'Austerlitz and Maison -Alfort a municipality of the neighbor "départment" Val de Marne. The journey will include five stops, three of which already exist.

The river services will be available with the usual season pass (weekly, monthly, yearly) or with a single ticket at the price of € 3.

The river services will open on 1 July 2008. Extension of services is foreseen in 2010.



- > Developing services to attract passengers:

STIF records Public Transport in the Paris region are more successful than ever. The increasing traffic on all modes is seen as the result of a carefully balanced policy of STIF to better meet the needs of all citizens across the regional area. Among the recent measures to develop services, the most important are the extension of metro service by one hour at night, a higher frequency of 6 of the 16 metro lines, the implementation of bus services at night and the restructuring of Mobilien the regional high quality bus network. € 207 million have been devoted to these measures.

www.stif-idf.fr

Focus on the Metropolitan Region of Amsterdam

Successful measures for the development of Public Transport in the Metropolitan Region of Amsterdam.

Stadsregio Amsterdam the public Transport Authority responsible in both the City and the suburban area of Amsterdam, introduced competition as tendering of public transport services is now obligatory under Dutch law. A distinction is made between the regional services, covering the three suburban areas (Waterland, Zaanstreek, Amstelland-Meerlanden) actually tendered out, and the city of Amsterdam which, along with the other three largest Dutch cities had the choice by law either to tender

bus services before 2009 and rail services before 2017 or else tender both bus and rail before 2012. Stadsregio Amsterdam chose the latter.

The results of the three regional concessions being awarded after an invitation to tender show that competition is indeed an effective measure to enhance efficiency and achieve a significant increase in both the number of services and the quality offered at no extra costs.

Because of a reduction in the national funding made available to Stadsregio Amsterdam, the budgets for the three concessions were reduced by at least 5% and up to 16%. The operators were expected however to provide a high quality of service along with an increase of volume of services operated with new fleets. The 2006 National Customer Satisfaction confirmed the good trend by ranking the two first concessions 2nd and 7th out of 82.

The revenues increased also for operators. The result of the third concession (south of Amsterdam) recently tendered out, showed already a surprising higher increase of services (+60%) partly due to an attractive catchment area comprising Schipol Airport bus network and Zuidtangent BRT.

As for the local Amsterdam concession (including bus and rail services and maintenance of rail infrastructure) Stadsregio Amsterdam has negotiated a renewal of contract with the municipally owned incumbent operator in 2004 and 2005 GVB, with a cut of prices by some 11%. However since a large part of

the public transport budget is spent for local Amsterdam, a necessary further significant reduction of costs would be expected from the introduction of competition. A decision on such competition is expected by the Board of Executives of the Metropolitan region by the summer of 2008.

The chart sums up the results

concession	area	tendered?	start and	operator length concession	budget	vehicle hours	new rolling stock?	Ranking 2006 customer satisfaction
Zaanstreek bus	regional	yes	Dec. 2004 6 yrs	incumbent operator	€ 7 mln (- 16%)	+ 30%	100%	3 rd
Waterland bus	regional	yes	Dec. 2005 6 yrs	new operator	€ 10 mln (- 10%)	+ 50%	100%	7 th
Amstelland bus	regional	yes	Dec. 2006 8 yrs	incumbent operator	€ 32 mln (- 5%)	+ 60%	95%	46 th
Amsterdam rail and bus	local	no negotiated	Jan. 2006 3+3 yrs	incumbent municipal operator	€ 175 mln (- 11% after 3 yrs)	+/- 0%	some	tram 66 th bus 72 nd underground 77 th

"Our region has benefited considerably from the Dutch law which makes tendering of public transport services compulsory. We are confident that the next step introducing competition on the local Amsterdam network, will be at least as successful as the previous steps" says Mr Verbeek, executive for public transport on the Board of Executives.



Public Transport Concessions in the Metropolitan Region of Amsterdam.

Yet in past months discussion in Parliament was raised whether mandatory tendering should be upheld, considering the motion Dutch Parliament pleaded this summer to exempt municipally owned transport companies, that can be considered as "in-house operators" under the new regulatory framework of the European Commission.

The Board of Executives of the Stadsregio awaits the outcome of the procedure by which the Ministry of Transport executes this motion in order to strike the current tendering obligation in the National Transport Act for local public transport services. The Board could live with a legal situation whereby authorities are given a choice in whether or not they want to tender out or directly award the Amsterdam public transport in one or more concessions.

Stadsregio Amsterdam develops key actions to support sustainable public transport

1. About reducing environmental impact

> 3 out of 4 regions that contracted with Stadsregio Amsterdam are already equipped with "Particulate Soot filters" (the 4th one is coming up in December) thus the overall impact of emissions by the diesel busses will become minimal.

> Although direct prescription to operators for energy and fuel choice has not been made, Stadsregio Amsterdam requires that all operators fulfill the Euro V emission standard.

> Non motorized modes are enhanced, notably the support for the bicycle network, with substantial investment in new parking facilities and new lanes.

2. About tackling road congestion

> By 2011 at the latest a National road pricing scheme will be implemented for private car users.

> The calculation of the charge will depend on time and place of trip and will also take into account energy efficiency and fuel type of consumption of the private vehicle. On due time the scheme should be enlarged to Amsterdam region.

> On the whole a reduction of congestion and air pollution is expected as well as a decrease of injuries and fatalities caused by road accidents. However the system of road pricing calls for an extra effort of Public Transport.

3. About behavioral change

> Although there are no certain strategy to influence attitudes towards public transport, Stadsregio Amsterdam supports the 16 municipalities partners of the transport authority in carrying out the communication with the citizens of the Metropolitan Region of Amsterdam. The operators

on their part are encouraged to develop an outreaching attitude towards potential customer through image campaign and marketing activities.

4. About Safety and security

> StadsRegio Amsterdam has an active policy on safety and security relying on a cooperation with the City, the operators, and Amsterdam Metropolitan police.

> A mobile task force is dedicated by the police and specific efforts are required from operators about information, services and safety in transport hubs such as Amsterdam central station. Also camera surveillance is used and extended to busses.

5. About the "Regionaal Verkeer-en-Vervoerplan"

(Regional mobility and transport policy plan). The plan draws strategies to handle the further growing mobility in the region within 2015 and to improve the accessibility of the region. The development of infrastructure for the longer term (2020-2030) foresees the underground connection linking the north of Amsterdam to the south via the city centre. Another important project for the coming years is the introduction of electronic ticketing.

regiohuis@stadsregioamsterdam.nl

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



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