

News from Europe

● Commission acknowledges carmakers progress on CO₂ emissions but calls for extra efforts

In order to respect its Kyoto commitments, the EU is trying to reduce CO₂ emissions from road transport – a sector that generates more than one fifth of all CO₂ emissions in the EU. Passenger cars alone are responsible for more than half of these emissions.

In 1998, the European Automobile Manufacturers Association (ACEA) promised the European Commission to reach average emissions of 140 grams of CO₂ per kilometre for new cars by 2008. The final EU target, agreed by Member States, is to reach an average CO₂ emission figure of 120 g/km for all new passenger cars by 2010.

EU Commission published on 28 August its annual report monitoring the impact of this commitment on actual emissions level. The document - COM(2006)463 - shows that although car manufacturers succeeded in reducing their CO₂ emissions by 12.4% since 1995, there is still a strong effort to make in order to reach the objective of the commitment which represents a 25% reduction compared to 1995 levels. Average emissions are actually still standing at 160 grams per kilometre in 2004, car manufacturers were only down 1% on figures from 2003 and would have to cut CO₂ by more than 4% per year until 2010 to reach the target.

The Commission called the industry to substantially increase its efforts and said it will review all options available, including legal ones to move towards the Community's objective of 120g/km.

www.ec.europa.eu/environment

● Nearly one car per two inhabitants in the EU25 in 2004

The Car Free Day took place on 22 September 2006 during the European Mobility Week, dedicated to sustainable mobility. The objective of the week is to facilitate the debate on the necessity for changes in behaviour in relation to mobility and in particular the use of the private car. On this occasion Eurostat, the Statistical Office of the European Communities, published updated statistics on passenger cars and road accident deaths in the EU25.

Between 1990 and 2004, the total number of cars in the EU25 increased by 38%. The largest increases were recorded in Lithuania

(+167%), Latvia (+142%), Portugal (+135%), Poland (+128%) and Greece (+121%). On the other hand, Sweden (+14%), Denmark (+20%) and Finland (+21%) registered the smallest increases.

There were 216 million passenger cars in total in the EU25 in 2004, that is to say 472 cars per 1 000 inhabitants on average in the EU25. This figure has to be compared to 759 cars per 1 000 inhabitants in the USA in 2003. The Member State with the highest ratio was Luxembourg, with 659 cars per 1000 inhabitants. Italy (581), Portugal (572), Germany (546), Malta (525) and Austria (501) also recorded more than one car per two inhabitants. At the other end of the scale were Slovakia (222), Hungary (280) and Latvia (297).

There were 95 road accident deaths per million in habitants in the EU25 in 2004, the rate having decreased steadily from 162 in 1991. Despite these improvements, the total number of deaths due to road accidents was more than 43 000 in the EU25 in 2004 and EU Transport Commissioner called Member States to increase their efforts so as to halve road fatalities by 2010 compared to 2001 levels.

The fatality rate halved or more between 1991 and 2004 in Portugal, Estonia, Spain, Germany, France and Luxembourg. In 2004, the Member States with the lowest rates were Malta (33 deaths per million inhabitants), the Netherlands (49), Sweden (53) and the United Kingdom (56). Latvia (222), Lithuania (218), Cyprus (160) and Poland (150) recorded the highest rates. In the USA the rate was 146 in 2004.

www.ec.europa.eu/eurostat.html

● EU Commission postponed the adoption of the action plan on energy efficiency

EU Commission released in June 2005 a Green Paper on energy efficiency "Doing more with less", aiming at putting energy savings higher on the agenda. The document lists a number of options to save 20% of energy consumption by 2020 in a cost effective way through changes in consumer behaviour and energy efficient technologies. These savings would allow the EU to save an estimated €60 billion on its energy bill. The level of consumption in the EU could increase by 10% in the coming 15 years if nothing is done.

- The Green Paper recommends that « the increased energy efficiency and

the promotion of clean urban transport should constitute explicit targets for the activity of the European Regional Development Fund ».

- Stating that "Half of all road transport fuel is burnt in built-up areas, despite the fact that half of all journeys in such areas are less than five kilometres in length", the Green Paper asks how best practices in urban transport such as congestion charging in place in central London or High Occupancy Vehicles lanes like in Madrid could be expanded and generalised across EU.
- Acknowledging that public transport is a concern for national and local authorities, the Green Paper says EU should contribute to find solutions in the face of the deterioration in the quality of life which this problem causes, and which goes hand-in-hand with a truly enormous waste of energy.

Following the publication of the Green Paper EU Commission has organised a public consultation to gather the opinion of all stakeholders involved in order to shape an energy-efficiency action plan which was supposed to be adopted at the beginning of September.

However, the Commission postponed the adoption of the plan as it wishes to change its structure and strengthen its political message. The action plan could be adopted before the November energy council or in 2007 with the energy package.

ec.europa.eu/energy/efficiency/index_en.htm

● Commission authorises Dutch Province of Gelderland to grant €4.6 million aid for environmental protection and innovation in public transport

The European Commission has decided on 19 July not to raise any objections to the €4.6 million aid which the Dutch Province of Gelderland plans to allocate to initiatives which explore new ways for protecting the environment and making public transport more efficient and more appealing to the users.

The Dutch Province of Gelderland has notified to the Commission a draft Regulation that aims at improving environmental protection in public transport and at stimulating innovation in public transport. The Dutch province of Gelderland has realised that the current licence holders of public

transport services often under-invest with respect to the environmental protection and innovation in public transport. This has led the province to design a new scheme for innovation and environmental protection in public transport.

The scheme aims at stimulating creativity of all stakeholders involved. It provides funding opportunities for both technical innovation and innovative services. All stakeholders, be they research institutions, NGOs, companies, or public administrations can apply for the grants.

There are three programme lines:

- Technical innovation in public transport
- Innovation in Communication
- Innovation in environmental protection

The Dutch authorities have identified a market failure in this respect. Indeed, their experience shows that the holders of concessions under-invest into environmental protection and innovation, as they fear that they might lose their concession in the next round of public tenders, prior to being able to reap the benefits of their investments.

The Province has identified a special programme for innovation in public transport as the appropriate tool to remedy this market failure.

www.gelderland.nl • www.europa.eu

● Economists forecast continuing bus industry decline in major UK cities

A new report commissioned by PTEG (Public Transport Executive Group) from NERA, has concluded that without significant policy change the decline of the bus in the major UK conurbations outside London will continue. Over the next ten years NERA

predicts that service levels will fall by around 20%, fares will rise by about 20% in real terms and patronage will fall by 20%.

The report comes twenty years after the bus deregulation (UK Transport Act in 1986). Since bus services were deregulated, bus use has declined by half in PTE areas and fares have increased by 86% in real terms. In particular, the report states that the situation is rather good for bus operators as they only run services where they are profitable but bus passengers have suffered from the fares increases and the declining service levels.

Moreover, the report predicts that the major bus operators will continue to increase fares and reduce services in the face of declining demand. The report states that voluntary or statutory partnerships can not, on their own, reverse the decline in bus use in PTE areas. Reversing the trend is only possible with really effective policies to increase bus use by greater control on the use of the car in city centres and with local authority control of the key bus service and fares parameters.

www.pteg.net/BusCentre/04Declineofbusservices.htm

● French government to introduce a transport voucher

In order to help people facing the increase of petrol price, the French government proposed to introduce a transport voucher mechanism called "*Chèque Transport*", that would be funded by employers on a voluntary basis. The employers would provide to their employees a set of tickets representing 50% of the price of public transport pass (about 200€ per year) to spend in public transport or 100€ per year to spend in fuel expenses, initially in the areas where public transport

was not available. However, the possibility to spend this amount for car expenses has been extended to people who "have to use their car for work purposes". Half of this amount will be supported by the national budget as tax exemptions.

In Paris Ile-de-France region according to the current law, employers must reimburse to employees half of the price of purchased public transport monthly pass. This possibility is left to transport authorities outside Ile-de-France region (see article on SYTRAL in the section "News from the cities").

This proposal is rather controversial for several reasons:

- The possibility left to use this system for car expenses (the conditions are not detailed yet) makes the measure less incentive for the use of public transport.
- Despite growing the concern of disposable income, this scheme could provide a wrong market signal regarding petrol price and is probably not the best way to encourage energy savings on the long term.
- As it will be available on a voluntary basis, employees of biggest companies will probably benefit more from the "*Chèque Transport*" than those working for small and medium sized companies.
- Expenses for other modes than public transport or private car as cycling won't be covered by the "*Chèque Transport*" and therefore won't be encouraged by this measure.

The text is expected to be detailed soon and to pass the French Parliament during the Autumn. First "*Chèques Transports*" will be available in January 2007.

News from the cities

● 16 and 17-year-olds in full-time education travel for free in London tram and buses

From September around 130,000 16 and 17-year-olds living in London in full-time education or unwaged training can apply for a 16 to 17-year-old Oyster photocard, offering them free travel on TfL bus and tram network and 50% discount on metro and Docklands Light Railway network.

This measure follows the abolition of fares on buses and trams for under-16s and for under-11s on the Tube (see EMTA News n°22) and aims at making public transport affordable and regularly used by young people. This policy is supported by 80% of Londoners.

www.tfl.gov.uk

● Stockholm votes YES to congestion charge, but...

Residents from Stockholm voted in a

referendum, on 17 September 2006, about the controversial traffic-control system tested in the city centre over a period of seven months. A 53% majority voted in favour of the proposal as 46% voted against. The charging scheme would impose charges ranging from €1 to €2.10 each time car-drivers cross the city's congestion zone on weekdays between 6:30 am and 6:29 pm. The seven-month trial period between 3 January 2006 and 31 July 2006 has had significant impacts:

- The traffic has decreased by 22%, largely over the initial objective of 10 to 15%. This represents around 100,000 passages less per day over the charge corbn. Moreover, the impact on traffic seems to be sustainable as the traffic level remained significantly below measured traffic in the past years.
- The number of accidents where people were injured have fallen by 5 to 10%

- The local pollution decreased by 9-15%

Consultation organised in the neighbouring cities however led to a majority of votes against the project. The trial has been initiated by the incumbent government without full agreement of Stockholm municipality.



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However, Stockholm municipality announced it would follow the results of the vote. As the national elections that took place on the same day led to a new government, the future of the project remains uncertain however.

www.stockholmsforsoket.se

● **Congestion charging in Milan from early 2007**

Milan city is suffering from high levels of pollution caused by road transport, industry and coal-burning plants emissions. The surroundings mountains have a worsening effect by trapping the noxious emissions.

In an attempt to tackle severe air pollution and traffic jams Milan municipality announced the introduction of a congestion charge by 1 January 2007.

Visitors driving by car into the city daily will pay a variable toll of around €2, ranging from €1 to €3, depending on the pollution emitted by the vehicle.

An average of 763,500 vehicles enter Milan daily and about 70 percent of them belong to non-residents. About 86 percent of the overall figure belong to private motorists.

The objective is to cut down car traffic by 30%. As in London or in Stockholm, the city plans to spend the revenue generated from the toll on improving public transport.

www.comune.milano.it

● **Very short cycle rental service introduced in Brussels**

The Brussels capital region launched a very short term bicycle renting service called "Cyclocity". The initiative wants to encourage the use of bicycle for short trips. The project aims at commuters as well as tourists as registration is possible immediately with a credit card.

The service is provided by JCDecaux on the same principle as Velo'V in Lyon (see EMTA News n°22): In 23 locations in the city of Brussels (within the so-called Pentagon), 'Cyclocity' provides a fast and easy way to hire one of the 250 rent bicycles. Customers pay 0.5 euro the first renting hour. Added hours cost 0.5 euro or 1 euro according to the type of ticket. Once the trip is finished, the bike has simply to be replace in any slot available in the 23 locations.



www.cyclocity.be

● **Private sector funding boost for Metro extension in Birmingham**

A crucial agreement detailing the private sector's largest funding contribution towards the Midland Metro extension has been signed.

Westfield has completed its agreement with Centro-PTA by pledging its support for the new 11-kilometre tram lines through the Black Country with a £36.5m (€53 million) contribution towards the £268m (€400 million) project – the largest single private sector contribution to any UK light rail scheme. The extension has already been given the green light by the Government, and regional transport body Centro-PTA has submitted what it describes as a confident and robust business case for financial approval by Ministers.



The Wednesday to Brierley Hill Metro extension will have 17 easy access stops, four of which will include park and ride facilities, and will include new, larger trams which will be able to complete the journey in just 23 minutes.

Midland Metro line one, between Wolverhampton and Birmingham via West Bromwich, caters for over five million passengers a year and has become the region's most reliable form of public transport.

www.centro.org.uk

● **Mobility panel and quality of service survey in Seville**

In order to follow up users perception of public transport improvements, the Consorcio de Transportes de Sevilla decided to constitute a panel of travellers to be interviewed regularly. The main objective of this work is to have a database of panellists available to be asked by phone once or twice a year about different aspects of the mobility and the quality of the metropolitan bus service, with the aim of getting to know at every moment the quality perceived by the users, different aspects of mobility and its evolution throughout a period of time.

A meaningful sample of 400-500 panellists has been constituted to update the mobility and opinion survey of February 2004. The panellists obtained through street surveys will be complemented by those who have already registered voluntary through the website of the Consorcio.

With these measures, a group of users or panellists initially large is obtained, though experience shows that after a period of two or three years its number decreases drastically. Therefore, it will be necessary, at a given moment, a new panellist recruitment campaign.

Once there is an available database of people, a short questionnaire, carried out by phone once a year, is designed, eventually completed by specific questions on current issues.

With all the data collected from these phone surveys, an annual report will be elaborated, which will be presented during an event organised for all the panellists. The results will be available in March 2007.

www.consortiotransportes-sevilla.com

● **SYTRAL publishes a monitoring report on transport plans**

The Urban Renewal Act voted in 2000 grants French public transport authorities responsibilities in administration/companies transport plans. SYTRAL, Lyon transport authority has proposed partnership agreements with employers within its geographical area, with the support of Keolis Lyon, operator of public transport networks and ADEME, environment and energy savings national agency. These partnerships include methodological support to identify issues, propose solutions and monitor the implementation.

The panel of possible solutions includes reduction of parking places used by employees, which means a better accessibility for visitors and lower parking costs for employers. Employees benefit from 25% or 50% discounted public transport fares on passes (City Pass PDE) available at their workplace, 1-hour free bicycle rental service (available in the whole city of Lyon), free access to park and ride facilities. The community benefits from less polluted and congested roads and less car accidents, which is also a benefit for employers as traffic accidents lead to average work interruptions of two months.

In September 2006, 60 employers have contracted a partnership agreement with SYTRAL and more than 6000 people own a city pass PDE, 9% of which were previously car drivers for home-work trips. The reduced fare for City Pass PDE is funded by SYTRAL on a fixed basis (3.75€ per month) and by the employer at a level varying from €7.45 to €18.65.

www.sytral.fr

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Focus

The challenge of rolling stock replacement

Comfort, accessibility, space available and even design are key factors of success to attract new people in public transport. On the service provision side, a more reliable rolling stock allows more flexible operating schemes. In every city, transport authorities and rail operators make continuous efforts to improve and replace the rolling stock.

Madrid: new rolling stock for line 7 extension

As Madrid continues to expand its metro network, new rolling stock "Class 9000" manufactured by AnsaldoBreda has passed the tests phase and will be able to enter in service in Spring 2007. It will be equipped with modern communication means, automatic driving systems, CCTV, anti-fire protection and optimisation of energy consumption. Each train will be able to carry 1260 passengers, due to the specific disposal of seats only on the sides of the carriages.



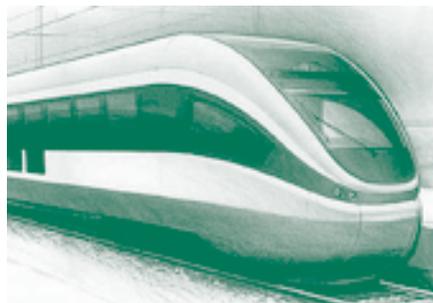
Metro de Madrid bought 26 new trains dedicated to line 7, for a total amount of €226 million. Line 7 extension works will cost about €46 million.

www.madrid.org • www.metromadrid.es

Helsinki: New trains for commuter traffic

The competitive tendering arranged by Junakalusto Oy - a company owned by the cities Helsinki, Espoo, Vantaa and Kauniainen in the metropolitan area and the Finnish Railways VR Ltd - started in autumn 2005 following the EU rules regarding public procurements. Seven tenders were received from five European rolling stock manufacturers in January 2006. Junakalusto Oy will procure 32 new train units for the commuter traffic of YTV (Metropolitan Area Council). The first trains will be introduced into passenger service in the year 2009/2010 and they will stepwise replace VR's old rolling stock. Junakalusto Oy has carried out the final evaluation of the tenders after continued negotiations by using the evaluation criteria given in the invitation to tender: the total price, life cycle costs, level of train technology, innovativeness and abilities to co-operation and reliability to deliver. Junakalusto Oy granted the contract to Stadler Bussnang AG, manufacturer

of the FLIRTs (Fast Light Innovative Regional Train). The total price amounts to €189 million euros excluding the ATC equipment for which a separate competitive tendering will be arranged at a later stage.



www.ytv.fi

New contract for train supply expected in Ile-de-France :

SNCF (French National Railways) launched in February 2004 a call for tenders for a supply of 330 new train sets for Paris-Ile-de-France region (180 trains and 150 more in option). The amount of the total contract is estimated €3.9 bn. This contract is highly expected as no new rolling stock has been added since 2003 leading to a significant ageing of the fleet.

In parallel, a large refurbishment program has been initiated in 2002 for 150 trains. A second phase is starting in 2006 for 130 trains "comfort". The comfort program includes the visual side, the seats, the lighting system and is estimated €100 million.

London: new responsibilities for TfL and new trains for passengers

Transport for London (TfL) announced that a £223m (€330 million) contract to build and maintain more than 44 new trains has been awarded to Bombardier with the aim of revitalising London's rail services, addressing issues of capacity and train performance. The contract also includes further options for extra carriages for the North London Railway and more trains for the extended East London Line.. Funded by TfL's £10 billion Investment Programme, the new trains will operate on the North London Railway, which TfL will manage from November next year (see EMTA News n°24), and the extended East London Line. The trains are expected to enter service in 2009.



In June this year, TfL announced a shortlist of bidders to operate train services on the North London Railway and the extended East London Line, under the TfL London Rail Concession. The successful bidder is likely to be announced next summer.

www.tfl.gov.uk

Agenda

- **UITP Conference on Sustainable Development**
18-20 October 2006
Bilbao, Spain
www.uitp.com
- **CEMT/OCDE Symposium on transport economics and policy**
25-27 October 2006
Berlin, Germany
www.event-consult-berlin.de
- **Uniaccess Conference**
9 November 2006
Brussels, Belgium
www.uniaccessproject.org
- **LET Colloquium: Transport, energy and greenhouse gases: will rationing be necessary?**
4-5 December 2006
Lyon, France
www.let.fr/ejc2006
- **EURFORUM's First Plenary Meeting**
28 February 2007
Brussels, Belgium
www.eurforum.net



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