

editorial

It is a great pleasure for me to launch this first issue of EMTA News, which aims at providing useful information about mobility and public transport in the European metropolitan areas.

As you will read in this newsletter, public transport authorities are working actively to upgrade their networks so as to offer an attractive alternative to private car. Their duty is to:

- *invest in new infrastructures, especially in fast growing suburban areas*
- *improve the quality of services, regarding frequencies, passenger information, interchanges, safety, accessibility for disabled people, etc.*
- *enforce a stronger level of integration of transport networks regarding fares, different transport modes and operators*
- *foster new forms of sustainable mobility combining public transport, environment-friendly modes (walking and cycling) and new car usage (carsharing)*

These measures will have to go hand in hand with a more restrictive policy towards private car and a stronger harmonisation of land use planning and transport policies.

Public transport authorities will play a key role to implement these policies whose aim is to improve the quality of life in our cities.



Georges Dobias
President of EMTA

News from Europe

● EU rules apply to concessions for public services

The European Commission has released a communication concerning concessions, which are defined as “acts by which a public authority entrusts to a third party, by contract or by unilateral measure, total or partial management of services which are normally its responsibility and for which this third party assumes the operating risks”. These characteristics, especially the delegation of services of general interest, clearly distinguish concessions from public contracts.

This communication confirms that concessions should be subject to EU rules and principles on:

- non-discrimination and equal treatment: all bidders must be familiar with the rules and the rules must apply equally to all,
- transparency: rules or administrative practices must ensure a certain degree of transparency in the award of concessions, which can be provided by any appropriate means, including publicity,
- proportionality: any measure chosen by the awarding authority must be necessary and appropriate,
- mutual recognition: Member States where the service will be provided must recognise the technical specifications and controls undertaken in other Member States.

● The European Commission prepares a Green Paper on clean urban transport

The Directorate General for Transport and Energy (DG TREN) is preparing a Green Paper on clean urban transport, which shall be released in October. A workshop was organised in Brussels in May to discuss the main issues at stake.

For Mr. Lamoureux, director of DG TREN, it is urgent to reverse some negative trends in most European cities, such as air pollution and transport safety (one third of all mortal road accidents occur in urban areas). The Commission will promote innovative solutions and will make recommendations for Member States to tackle these major issues more efficiently than they have so far.

● EMTA keeps growing

5 new members joined EMTA since the beginning of the year. Welcome to:

- Dublin Transportation Office,
- Consorcio de Transportes de Bizkaia (Bilbao),
- Prague Transit Authority-ROPID,
- Junta de Andalucía (Sevilla),
- Generalitat Valenciana (Valencia).

News from the cities

● New public transport infrastructures in Amsterdam

● ZUIDTANGENT

This will be a fast, high frequency bus-connection between Haarlem station and Amsterdam-Bijlmer station via Schiphol Airport (length 40 km). It will consist in a reserved bus lane (24 km) and priority devices. Start of operation: 2002.

● NOORD/ZUIDLIJN

The Parliament agreed with the proposal of the Minister of Transport to subsidize (€408m) the project of new subway from the north of Amsterdam to the World Trade Center in the south via Amsterdam Central Station and the RAI exhibition center (length 9,5km). Start of operation: 2007.

● IJ-TRAM

This new tramline, mostly on reserved lane, will be built from Amsterdam Central Station to IJburg (length 8,5 km). Start of operation: 2002.

● SCHIPHOL STERNET

The 1st phase of a new bussystem for Schiphol Sternet combining local and regional buslines and the "staff only"-service at the airport started operation in March 2000. It is operated by the municipal transport company GVB and the regional company ConneXXion. Its goal is to raise the use of public transport (by employees, air-passengers and visitors) to 40% of all trips to and from the airport.

● Frankfurt : RMV is 5 years old !

On May 28th RMV celebrated its 5 years of service for the 5m inhabitants of Middle and South Hessen. During these 5 years, the number of passengers increased from 520m up to 575m and the cost-covering rate rose from 51% to 57%, according to the philosophy: more public transport for the same money.

Key projects have been carried out by RMV:

- Improvement of the quality of infrastructures, with the opening of new railway lines such as the suburban-line S9 between Wiesbaden and Hanau opened in May 2000 and the

extension of a railway-line from Frankfurt in north-west direction, also completed in May 2000. Branch lines are being improved with new neitec-vehicles similar to the italian pendolino, so as to shorten travel-times on winding tracks. Europe's largest fleet of double-decker railway-vehicles (more then 150 coaches) is running inside RMV.

- RMV started an offensive contacting and communication with its passengers, through the RMV-newspaper, RMV's website and a mobility centre for passengers and all people interested in mobility.
- New services were created like car-sharing, car-pooling, Kombi-ticket with sport events, cultural events and hotels.
- A new daily-ticket for groups of up to 5 persons was launched in May 2000, so that travelling with the whole family is more attractive than ever.

● Paris : 3.6 billion Euros for public transport

An agreement was signed in May between the Ile-de-France Regional Council and the French government concerning financing of major transport infrastructures in the capital region. 3.6bn € will be invested in public transport (PT) between 2000 and 2006, representing an all time high proportion of 2/3 of all public funds devoted to transport infrastructures in the region. The agreement aims at upgrading the PT networks with a special focus on improving suburb to suburb links through:

- building of new tangential PT infrastructures in suburban areas (20km of new tramway lines in near suburbs and 110km of new railway lines in "second ring" suburbs),
- building of new suburban PT lines having interchanges with the tangential lines (mostly tramways, right of ways and metro extensions),
- improvement of major interchange stations,
- improvement of railway links with near regions.

● New infrastructures and higher quality of service in Manchester

● UK government will fund further Metrolink extensions

The government has backed the proposal of GMPTE to build 3 line extensions to the existing Metrolink system. The total cost is approximately 792 £ and the government will meet half of it. The rest will be raised locally from private and public funds. A fourth line will be included in the tender documentation subject to the private sector meeting any funding gap.

The Phase 2b extension to Eccles will open in summer 2000, including Metrolink's first section of mixed on-street running.

● Greater Manchester's Quality Bus Routes

GMPTE together with the local authorities and the private bus companies have developed a network of 20 Quality Bus Routes, which will give priority to buses on key strategic routes. Works will include bus lanes, priority at traffic signals, new bus stops with high quality shelters, better information, new and more frequent services and low-floor buses. The first phase will be formally launched in July.

● New guided busway

GMPTE will seek the powers to build a guided busway. The scheme will run along a disused railway line and onto an on-street bus priority link to Manchester city centre. It will also include two major Park & Ride sites.

● Greater Manchester gets SMART

GMPTE is set to introduce contactless SMARTCARDS by the end of 2000. The scheme is a partnership between GMPTE, ERG and the private operators in the county.



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