

News from Europe

● Transport Ministers aim to reduce road mortality by 50% by 2010 in Europe

The European Ministers of Transport adopted a declaration aiming to reduce by 50% the death toll on European roads by 2010 at an informal meeting in Verona (Italy) in October. In 2000, 40,800 persons were killed in road accidents in the European Union, that is to say more than 110 every day. It is estimated that 60% of the victims were not responsible for the accident that cost their lives. Main measures adopted in Verona:

- setting up of a European Observatory of road security;
- progressive harmonisation of national rules concerning speed limits, driving licenses, etc.;
- definition of European standards for road infrastructures;
- adoption of regulations protecting the more vulnerable users;
- adoption of measures improving the security of vehicles;
- creating a culture of road security in Europe and focus on training.

<http://www.ueitalia2003.it>

● Galileo: the European satellite navigation initiative gains momentum

On 20 October, the Galileo joint undertaking published a call to select the concessionaire that will be responsible for operating the European global positioning project system. The concession contract will give the private-sector concessionaire the task of managing the deployment phase (2006-2007), which will see the launching of 30 satellites and the establishment of ground stations, and the operation phase (from 2008). The operating revenues will remunerate the concessionaire to a large extent. A Supervisory Authority will have the task of managing public interests relating to the Galileo programme. It will act as licensing authority vis-à-vis the future private concessionaire and will ensure that the concessionaire complies with the public service obligations in terms of continuity and guarantee of services.

Secondly, the EU and China signed an agreement on 30 October, stating that China will contribute € 200 million to Galileo, out of a total budget of € 3.2 billion for the development and deployment phase.

http://europa.eu.int/comm/dgs/energy_transport/galileo/

● LibeRTiN: a thematic network sponsored by the European Commission to harmonise light rail systems

A consortium bringing together the railway supply industry (UNIFE), the international association of public transport (UITP) and five major consulting companies specialised in the light rail sector (TTK, Atkins Danmark, AEA Technology Rail, Die Ingenieurwerkstatt, SEMALY) was launched in September 2002 for a period of 30 months with the financial support of the European Commission so as to:

- accelerate the establishment of an internal market for light rail transit through greater harmonisation of the related legislation/regulations and the harmonisation of tendering procedures;
- promote the attractiveness, affordability, flexibility and sustainability of light rail transit by reducing the costs.

www.libertin.info

● Results of European surveys in the field of public transport now available

The final reports of the following surveys ordered by the European Commission are available:

- Good Practice in Contracts for Public Passenger Transport (carried out by a consortium led by Colin Buchanan and Partners);
- Integration and Regulatory structures in public transport (carried out by a consortium led by NEA);

- Study on accessibility of public transport systems to people with reduced mobility (carried out by BVG).

http://www.europa.eu.int/comm/dgs/energy_transport/index_en.html

● New Urban Transport Benchmarking initiative sponsored by the European Commission

The European Commission launched on 6 November 2003 a new initiative of "benchmarking" (comparison) of the local transport networks in the EU and accession countries, after similar projects between 1998 and 2002. The objective of this one-year programme is to compare the performances of the transport systems of 35-40 European urban areas. Thematic working groups will focus on specific issues with site visits. The findings of the initiative will be presented at a final conference in Autumn 2004.

www.transportbenchmarks.org/

News from companies

● First's London Division achieves EN ISO 14001 Environmental Certification

The London and South East Bus Division of First Group, the largest surface transportation company in the United-Kingdom (turnover of € 2.8 billion in 2002) has become the first bus company in the UK to achieve EN ISO 14001 certification, which covers management of environmental issues at the depots of the company. The entire bus fleet is powered by ultra low sulphur diesel, and one third of the vehicles have Euro 3 engines. Moreover, an initiative is underway to minimise energy and water usage within the garages.

www.firstgroup.com

● Arriva increases its presence in Portugal

Arriva, one of the largest bus operators in the UK (turnover of € 2.9 billion in 2002), acquired in September 2003 the remaining 49% of the stakes of Transportes Sul de Tejo (TST), which is the major operator of scheduled bus and coach services in the South of Lisbon. Arriva had acquired 51% of the stakes of TST in 2002 from the Portuguese transport company Grupo Barraqueiro. Arriva now operates bus services in Denmark, Italy, the Netherlands, Spain, Portugal, and Sweden.

www.arriva.co.uk

News from EMTA

● Directory of public transport in the European Metropolitan Areas

EMTA will release in January its first Directory of public transport in the European metropolitan areas. This 100-page document will present some general information about the current issues and stakes of public transport in the European largest cities, as well as a precise description of the organisation, funding, supply and demand of the public transport systems in the 28 EMTA metropolitan areas.

● EMTA surveys the potential application of new technologies on information of passengers with reduced mobility

After the successful workshop organised on 19 November in Brussels on the issue of information of passengers with reduced mobility, EMTA has ordered a survey of the potential impacts of the new technologies on information of passengers with reduced mobility in the field of public transport. The results will be available at the end of the first semester 2004.

www.emta.com

News from the cities

● BRUSSELS' metro is growing

STIB, the public transport company of the region of Brussels, inaugurated in September an extension of metro line 1 towards the western suburbs of the Belgian capital.

The new section is 2.7km long, of which 2km are underground, and its four stations (three underground and one on surface) with central platform provide full accessibility to people with reduced mobility. The terminus station (Erasmus) is located close to a major university hospital, two schools for nurses and several companies. Two P&R facilities are provided: at the terminus station (600 spaces in the future), and at the station close to the highway ring road (1,200 spaces when completed). The cost of the infrastructure amounts to € 72 million. The tramway line that used to serve the area has been modified so as to serve instead a dense housing suburb away from the metro catchment area.

Further extensions of the metro line are expected in 2005 and 2007. Besides, a new railway station is planned for 2007-2010 at the intersection between the metro line and the railway line Brussels-Gent.

In 2002, the metro, whose network reached 48km with this extension, carried 97 million passengers, that is to say 47% of all passengers carried by STIB.

www.stib.be

● Success for the first dial-a-ride public transport service in GENOA

Drin Bus is the first Italian experience of Demand Responsive Transport Service (DRTS) in a big urban network centre. AMT, the public transport company in Genoa (600,000 inhabitants) started operating Drin Bus in April 2002 in two areas.

The new service, flexible in time and space, is devised to meet users needs. It is close to a door-to-door transport service thanks to a high number of bus stops placed in the service areas, with a medium distance of 200m. Drin Bus serves hilly urban areas, highly populated but not served by public transport for accessibility reasons. The service uses a fleet of 7 Mercedes Sprinter minibuses with 8 seats and air conditioning. Buses use methane with low emission levels.

The first results are encouraging: the 1,300 registered users appreciate the service, which in some cases, has replaced the private car (79% of total users reduced their car usage). Drin Bus has a very favourable fare: urban tickets or weekly/monthly/yearly pass can be used with a little supplement (0.50 €) usable for the whole day. The supplement can be bought directly on board. The reservation call is free.

The costs of operation of the system are divided between wages of drivers (67%), cost of operation of the call centre (23%), fuel (2%), maintenance (2%), cost of free phone number (2%) and communications between central and vehicles (3%).

Patronage amounts to 45,000 passengers per year. Following numerous requests,

AMT decided to extend the service to the low density urban area of Bolzaneto, where Drin Bus will replace two existing bus lines and will serve a wider area.

This new project is closely linked with a recent AMT's initiative called SIDDHARTA (Smart and Innovative Demonstration of Demand Handy Responsive Transport Application to improve the quality of the urban environment) included in the LIFE European program.

www.amt.genova.it

● Tramway network is extended and receives quality certification in LYON

The line 2 of the tramway of Lyon, the second largest urban area in France (1.3 million inhabitants) was extended by 5km with 9 stops in November. The cost of the extension, which is expected to be used by 6,000 passengers every day, reached € 64m.

The two tramway lines, which were inaugurated in 2001, and carry 120,000 passengers every day, have been recently certified after quality standard. These two routes come in addition to the 36 bus routes and the whole underground network (4 lines) which have already been certified. In total, 80% of the passengers on public transport systems now travel on certified routes.

www.sytral.fr

● LONDON: new technology and new fares for public transport users

Transport for London launched in July a new smartcard ticketing and revenue system, called Oyster. The contactless card, which uses radio-frequency identification, can be used on the underground, bus, tramways and national rail services within London. Oyster will bring many benefits to customers:

- easier and faster to buy tickets (via the internet, a dedicated telesales line, new and upgraded ticket machines, local ticket outlets across London);
- reduction of fraud thanks to the possibility to "hotlist" a card lost or stolen;
- smartcard technology enables a wide variety of tickets to be stored on a single card;
- passing through ticket gates at the underground and getting onto buses is easier and quicker.

6,000 buses, 255 underground stations and 28 national rail stations have been fitted with Oyster technology. The introduction of Oyster has been progressive:

- annual and monthly Travelcard and Bus Pass (350,000 holders altogether) were first introduced;
- the introduction of 7-day Travelcards and Bus Pass started in October;
- a third phase will see the introduction of a new pay-as-you-go PrePay product in January 2004.

It is expected that around three million Oyster cards will be in circulation when the card roll out is complete. The Oyster system is delivered by the TranSys consortium, led by Electronic Data System and Cubic Transportation Systems, which has been granted a 17-year contract to design, develop, manage and market the ticketing system. TranSys made a capital investment of £ 200 million (€ 285m) to install the infrastructure under a Private Finance Initiative (PFI).

The introduction of the Oyster Card will lead to a new fare structure for the next four years. As of January 2004, prices will be frozen for underground passengers using the Oyster Card, and fares will be reduced during the week-end. But prices will rise for passengers not using the Card. In the underground, for example, the cost of a Zone 1 Tube single fare will rise to £2 (€ 2.8) for passengers without Oyster, while it will remain at £1.6 (€ 2.3) for those with Oyster. Bus trips in Central London will cost 70p (€ 1.0) for passengers using the Oyster Card, but £1 (€ 1.4) for those paying cash. The Mayor also decided that passengers under 11 will travel free on buses as of January 2004.

The aim of this new fare structure is to encourage passengers to switch to pre-paid tickets so as to speed up bus services, reduce queues at Tube stations and to make bus drivers safer by taking cash off bus. Lastly, the Mayor of London launched a new concessionary fares scheme to help people moving from benefits into work during their first six months of employment. Beneficiaries will be able to purchase discounted weekly or monthly Travelcards. This shall compensate for the high costs related to working in London (housing, transport, child care). The aim of this new scheme is to ease the transition into work and increase the sustainability of employment for people moving into low-paid jobs.

www.oystercard.com
www.tfl.gov.uk

● MILAN: public-private partnership to build a fifth underground line

The municipality of Milan, Italy's second city (4 million inhabitants in the metropolitan area), approved last November the project to build a fifth underground line, that shall open in 2009. The new line will be built and operated via a 27-year concession contract by a private consortium led by the Italian company Astaldi and bringing together AnsaldoBreda, Alstom and Torno. The consortium will bring one third of the total cost of the project, expected to reach € 504m.

The line, that will be fully automatic, will cover nine stops over 5.6 km, linking the Garibaldi station and the Eastern area of Monza. Traffic is expected to reach 10,000 passengers per hour at peak time.

www.comune.milano.it

Focus

Introduction of concessions in ROTTERDAM public transport

New legal framework

The Dutch Passenger Transport Act 2000 (Wp2000), which came into effect in January 2001, has radically changed the way public transport systems are organised in the Netherlands. The Act has introduced a system of concessions that give transport companies exclusive rights to provide public transport services in a given area during a limited period of time (maximum of 6 years except if the contract implies heavy investments into the infrastructure by the concession holder).

Concessions are periodically contestable, and in the future, they will be awarded through competitive tenderings.

The situation in Rotterdam

StadsRegio Rotterdam, the public authority of the Rotterdam Region (600,000 inhabitants) has defined in a list of requirements the principles that should guide the introduction of this new system. The objective is to take advantage of the new opportunities opened by the introduction of market forces, while maintaining quality as high as in the former legal framework. For example, the Region has decided that the concessions shall be tailored as much as possible to the present line network and the geographical scope of the current transport providers.

The Transport Act strengthens the control of concession holders by public transport authorities. Two forms of control can be chosen in theory: control of the "input", or of the "output". In the first case, the contracting authority proposes detailed requirements for the transport supply and defines the routes network and timetables. In the second case, only basic requirements are formulated and the concession holder is financially stimulated to perform well. The Rotterdam Region has chosen the second way:

- the concession holder is responsible for development of network;
- the concession holder is therefore also responsible for operation costs and the benefits and risks attached;
- the requirements of the authority are formulated in general terms;
- financial incentives stimulate the concession holder to offer an optimal service in quality and quantity.

The Rotterdam Region has defined some basic guidelines for the network structure:

- metro and tram lines are the backbones of the transport network;
- where metro and tram ensure high quality transportation, the bus has only a complementary function.

The bus concessions are devised in a way that there can be no competition with rail networks.

Implementation of the scheme

The Transport Act has divided the implementation of the new legal framework into two phases. The first covers the period until 2003 and does not concern transport systems in areas with municipal transport companies. During this phase, 35% of urban and regional transport services in the Netherlands will have to be tendered out. If this doesn't occur, the Act gives the Minister of Transport the power to force transport authorities to comply with the rule. An evaluation of this first phase is expected before December 2004, and it will be decided on the assessment of the results achieved if the process shall go on or not. If such is the case, all public transport systems, including services operated by municipal companies, will have to be tendered out by 1st January 2007.

In this context, the Rotterdam Region has divided its transport networks into four concessions, which have been awarded without competition for the first and last time:

- one concession for metro, tramway and urban buses in the city of Rotterdam, which started on 1st January 2003 and was awarded to current municipal company RET;
- one concession for the urban and regional buses serving nearby municipalities, which awarded to regional bus company ConneXXion until 2004, and which shall be tendered out after that;
- one concession for the remaining regional bus services, which was awarded to ConneXXion until 2006;
- one concession for two bus lines, which awarded to mobility service company Vipe until 2004.

<http://www.stadsregio.rotterdam.nl/>

Agenda

● 7th UITP Conference on Automatic Fare Collection

4-7 February 2004 - Bologna, Italy
www.uitp.com

● Road Pricing - The Way Forward?

Conference of presentation of the ProGRESS European research project on road pricing.
24-25 February 2004 - London, UK
www.progress-project.org

● Integrated Intelligent Transport Solutions Conference

8-11 March 2004 - London, United-Kingdom
www.iir-conferences.com/iits

● PRAGUE is granted € 75m EIB loan to extend its metro

The Czech capital city (1.7 million inhabitants in the metropolitan area) has been granted a € 75 million loan by the European Investment Bank (EIB) to extend its metro line C by 4.6km and three stations to the north-eastern suburbs. This area is subject of significant demographic and economic development but it is insufficiently served by public transport, with heavy reliance on buses using congested and pollute-droads. The first section of the extension of line C was already financed by the EIB and will be completed shortly.

The new section is expected to carry 30,000 passengers during the peak hour and 30 million passengers per year by 2010.
www.eib.org

News from other continents

● First fully automatic metro line in SINGAPORE

Singapore, the South-East Asian City-State of 4 million inhabitants on a 600km² island off the Malayan peninsula, inaugurated last June its first fully automatic metro line. This route, called North East line (NEL), crosses the island in a 20-km long tunnel with 16 stations. Construction of the line lasted 6 years (1997-2002), for a total cost of € 2.2 billion. The NEL, which comes in addition to two existing metro lines, was planned and built by the Land Transport Authority (LTA), a department of the ministry of transport responsible for planning land and transport developments on the island.

The NEL is operated by SBS Transit, a public company also operating bus routes and taxis in the north-east of Singapore, which was granted a concession at peril.

The 25 trains running on the NEL, built by Alstom, carried an average 170,000 passengers every day since its inauguration, far below the target of 250,000 because some development projects forecast in the Eastern part of the island have not been implemented so far due to the economic downturn in 1997. As a consequence, the operating company is expected to record high financial losses (€ 12 million deficit for 2003), and the government is contemplating to have one single operator for the existing three metro lines, the SMRT public company which operates the older two lines. This merger could lead to economies of scale for the company operating the whole network of 111km.

A second automatic line, the Circle Line, is under construction for a total length of 33km and 29 stations. It will be operated by SMRT.

www.lta.gov.sg

Analysis

Waterbus services: a new potential for public transport ?

Waterbus services, although one of the main modes of transportation of passengers during centuries, have disappeared in most European cities. However, the need to reduce car traffic in city centres brings new opportunities for scheduled river services. Provided that some fundamental conditions regarding fare integration, commercial speed and accessibility are taken into account, waterbus services can provide an attractive alternative to the use of the private car in urban areas crossed by navigable rivers.

Story of a decline

Waterborne transport services play a minor role in the public transport chain in most large European cities, if they play any. That was not always the case, however.

Waterbus services have, for centuries, been one of the main modes of transportation of passengers. But the development of road and rail transport in the 19th century led to the decline of waterborne transport of passengers, except in the maritime cities where boat often remains the only way to reach some destinations (see table below).

This decline had several causes:

- the low speed of waterbus services in comparison to tramways, trains and buses;
 - the difficulty to provide services all the time because of floods and low waters at certain seasons and of tides at seashores;
 - the high operating and capital costs necessary to provide regular services with high frequencies, thus leading to uncompetitive fares for passengers;
 - the lack of comfort of vessels;
 - the lack of integration with other public transport systems, thus restricting its use to the tourist market;
 - and, lastly, the inconvenience for pedestrians to access both river piers and ships.
- Industrial areas and highways along river sides also often cut river banks from the rest of cities.

Where they have survived, waterborne services are mostly associated with tourism, as is illustrated by the *bateaux-mouches* in Paris, which carried 5.5 million passengers in 2000 on the Seine, but where no regular public transport service existed until recently.

A new favourable context ?

At a time when the need to reduce car traffic has become a priority of public authorities, it is worth analysing the potential of re-development of waterbus services in the cities which are crossed by navigable rivers:

- the building of new vessels with higher speed has reduced the gap with other transportation modes, while at the same time, the commercial speed of buses stagnated or even fell to reach a mean 15km/h in many city centres;
- the increased congestion in city centres clearly highlights that rivers are under-used infrastructures, the only ones with a potential of increased traffic;
- the numerous projects of regeneration of brownfield areas close to rivers (former docklands, shipyards, power plants, factories, etc.) have generated new flows of passengers that can be satisfied with high quality river services;
- the increased focus of passengers on quality of service and comfort of trips can benefit river services which propose a different way

of travelling in one's city, and often provide wonderful views on the urban scenery;

- the growth in tourism: tourists usually don't mind losing a few minutes if they can enjoy a more comfortable trip with nice views on the city. Boat trips are perceived as a recreational experience, and are much more relaxing for many people than the crowded and dark tunnels of subways;
- a new interest on rivers, as a key environmental asset to be preserved and magnified. The re-birth of river transport services can happen simultaneously with the building of new facilities for pedestrians and cyclists on the river banks, the reduction of pollution, and the promotion of popular events and ceremonies related to the river;
- the setting up of passenger transport authorities responsible for fare integration between different transport modes and transport companies can lead to increased integration of waterbus services with other public transport modes.

Conditions for a successful development

Waterborne transport services will only become attractive again if they take into account the following pre-requisites:

- a strong attention to the different components of the service: frequencies, quality of information (both static and real-time), waiting environment, cleanliness of vessels, etc.;
- a modernisation of fleets so as to reach higher commercial speeds, to provide passenger with higher safety and a greater level of accessibility and comfort, and to operate vessels that respect the environment;
- an improved integration with other transport modes, whether it is fare integration with the public transport network, or physical integration (easiness of interchange, building of P+R facilities close to piers, etc.);
- an efficient management so as to reduce operating costs;
- a financial support of public authorities concerning both capital costs (modernisation of piers, renewal of fleet) and operating costs so as to propose passengers competitive fares.

Some interesting initiatives

In London, a project of development of boat services was launched in 1997 in the context of the Thames 2000 initiative. A new public agency, London River Services (LRS), was set up to this end. The first priority of LRS was to modernise the existing piers, which were bought from the London Port Authority, and to build new piers, such as the Millbank Pier inaugurated last May so as to serve the Tate Britain museum.

26 piers are now available between Hampton Court and Gravesend, on a total distance of around 80km. LRS, which is now part of Transport for London, grants licenses to boat

operating companies which are selected through tendering procedures for scheduled services. LRS sets fares and travelcard holders can obtain a 33% discount on the price of tickets. A total of 2 million passengers - mostly tourists - travel on the regular waterbus services, and this figure is expected to increase by 50% by 2005.

In Paris, a waterbus service called Batobus was launched in 1989 and upgraded in 1997 with a 10-year concession being granted to a private company operating 4 catamarans. 8 piers give access to the main monuments in central Paris on a 5km route, and the service is meant to reduce the traffic of tourist coaches in the city centre. Holders of monthly travelcards are awarded a 30% discount. A single trip costs € 2.5.

In Rome, a regular waterbus service called Battelli di Roma was launched in April 2003 by the Municipality. The service, which was awarded to a private consortium, serves 8 stations on a 10km route. A single trip costs € 1.0.

In Göteborg, the patronage of waterbus services across the harbour and to islands of the archipelago has increased steadily during the 1990's (from 200,000 up to 2.7m) in spite of the building of new bridges and tunnels across the river Göta alv. Water services have provided an attractive answer to the regeneration of harbour areas on the northern bank of the river. A special attention was put on the accessibility of boats to people with reduced mobility, to the fast exchange of passengers at piers and to the environmental standards of the fleet (low-sulphur fuels and catalytic converters) so as to comply with the Environmental Zone covering the city centre. A full fare integration enables holders of travel cards to access ferries with no extra charge.

Number of yearly passengers on scheduled waterbus services (in thousands)

Venice	187,000	London	2,000
Lisbon	37,500	Helsinki	1,500
Istanbul	8,400	Liverpool	750
Stockholm	4,300	Newcastle	600
Hamburg	4,000	Paris	450
Göteborg	2,700		

<http://www.transportforlondon.gov.uk/river/>
www.battellidiroma.it • www.styrsöbolaget.se
www.batobus.com • www.waxholmsbolaget.se



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