

editorial

About EMTA and public transport authorities

Five years after it was set up, the association of European Metropolitan Transport Authorities (EMTA) now brings together 32 transport authorities, illustrating the need for these often young public organisations to have a place where they can exchange information and reach joint positions on issues of common interest. Public transport authorities have the key responsibilities of defining the quantity and quality of public transport services they want to provide their citizens, of setting fare levels, and of bringing the public subsidies necessary for systems to operate in good conditions. They are therefore at the forefront of the fight to achieve a sustainable urban mobility in Europe. The specific context of large metropolitan areas, with the presence of several transport companies, and the need to co-ordinate the provision of different transport modes so as to provide an integrated transport network, makes the challenge even more difficult for these transport authorities.

EMTA's ambition is to raise the profile of public transport authorities, which are often more discreet than transport companies, and to help them improve their working methods. Over the past five years, EMTA has proved a useful resource centre for its Members, and has contributed to improving the knowledge in the field of public transport through surveys on issues such as contracts with operators, transport and land use, accessibility of public transport to people with reduced mobility, etc. The EMTA Barometer of public transport in the European metropolitan areas, which has been updated recently, has become one of the most comprehensive database about public transport in the European metropolitan areas. EMTA is aware of the needs of transport authorities of large cities, and is ready to bring them the necessary support.

Lastly, this 18th issue of EMTA News is time for me to say goodbye. After five very exciting years spent working for EMTA, I will leave the association on 1st September. The new Secretary General, Mr Jonathan Goldberg, will be happy to carry on and develop further all that has been initiated over the past years.

Stéphane Lecler
Secretary General of EMTA

News from Europe

● New Transport Committee in the European Parliament

Following the elections for the European Parliament which took place last June, 20 Parliamentary Committees in which the Euro MPs prepare the work of the plenary assembly have been set up in July. The former Committee on Regional Policy, Transport and Tourism has been split. The new Committee on Transport and Tourism (abbreviation: TRAN), which brings together 51 Euro MPs, will be chaired by Paolo Costa (Italy, Liberal Democrat) and vice-chaired by Luis Queiro (Spain, People's Party), Sylvester Chruszcz (Poland, Independent) and Gilles Savary (France, Socialist).

http://www.europarl.eu.int/committees/tran_home.htm

● The European Railway Agency starts its work

The European Railway Agency (ERA), set up by Regulation 881/2004, held its first meeting on 15th July. The Agency brings together representatives of the 25 Member States, the European Commission, and the actors involved (railway companies, infrastructure managers, railway industry, staff representatives, passenger organisations and railway freight customers). ERA will be responsible for achieving greater interoperability and security of operations of railways in Europe. The agency's offices will be located in Valenciennes and Lille (France). It will be presided by R. Lampinen of the Finnish Ministry of Transport and shall have about 100 experts when it is fully operational in 2006.

http://europa.eu.int/comm/transport/rail/era/index_en.htm

● New environmental impact assessment rules for major public projects

The Strategic Environmental Assessment (SEA) Directive, adopted by the European Parliament and Council of Ministers in 2001, entered into force on 21 July 2004. This Directive asks for public authorities at national and local levels to carry out an environmental assessment of plans and programmes, including transport projects, which are likely to have a significant impact on the environment. This assessment must be carried out at the planning process and be presented in an environmental report available to the public. Amongst the effects to be covered in the assessment are those on biodiversity, fauna and flora, soil and water, climatic factors, landscape and on human health. The SEA Directive enables everybody to express their opinion on the environmental report and on the draft plan or programme. Both the environmental report and the outcome of the public consultation must be taken into account when the plans are decided upon.

<http://europa.eu.int/comm/environment/>

● EU and US sign an agreement on interoperability between GALILEO and GPS

After more than 4 years of intensive talks, the European Union and the United States concluded an agreement on GALILEO and GPS on 26 June. The agreement confirms that GALILEO and GPS will be fully compatible and interoperable, making GALILEO the de facto world standard of open signals in the GNSS mass market. All users of satellite radio-navigation will be able to simultaneously, with only one receiver, use one or the other of the two systems, or both at the same time.

The European Council of Ministers of Transport is expected to select in December the concessionaire of GALILEO operation among three bidding consortia, and the first satellites will be launched at the end of 2005 so that the system can start operations in 2008.

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

● New European Commissioner for Transport

José Manuel Barroso, the new president of the European Commission, announced on 12th August the composition of his team. Mr Jacques Barrot (France), who has been European Commissioner for regional policy since April 2004, will be in charge of transport issues, replacing Ms Loyola de Palacio who held the transport portfolio in the previous Commission.

http://www.europa.eu.int/comm/index_en.htm

● New European Transport Research Knowledge Centre available on the internet

A new website, featuring summaries of 206 international, European and national research programmes in the field of transport, was launched in June. This site also contains a list of national government departments and state agencies involved in transport research, as well as a list of programmes sponsored by these bodies.

<http://europa.eu.int/comm/transport/extra/web/index.cfm>

News from the cities

● Free transport by train for BELGIAN employees

The Belgian Government decided in 2003 that the trip to work by train will be free for employees of the public sector as of 1st March 2004. This decision, whose cost for 2004 is estimated at €15 million, will be extended to private companies in 2005. Companies that will pay for the transport costs of their employees will be granted subsidies by the Government reaching 20% of this cost.
www.belgium.be

● First « Passenger day » in BERLIN-BRANDENBURG

VBB, the regional transport authority in Berlin-Brandenburg (6 million inhabitants on a 30,000km² territory) held on 20th June the first "Passenger Day" for users of public transport systems. This initiative aimed to foster the exchange of information between the population, transport companies and public authorities, so as to promote the use of public transport systems. The event, which attracted meet representatives of 17 transport companies, discover new rolling stock, attend debates about mobility, and listen to concerts.
www.vbb-online.de

● Green light for new tramway in EDINBURGH

Since the closure of its tramway network in 1956, the capital city of Scotland (800,000 inhabitants in the metropolitan area) has seen many attempts to reinstate light rail. But it is only in 2003 that the Scottish Executive formally agreed to fund the construction of a modern tramway network.

The project, which consists in building 3 lines linking the Northern, Western and Southern parts of the metropolitan area with the city centre, is being carried out by Transport Initiatives Edinburgh (*tie*), a private company set up in 2002 by the City of Edinburgh Council. *tie* is also responsible for the implementation of the proposed congestion charging scheme, that shall be unveiled later in 2004.

The introduction of a tram system is part of a €2.25 billion Integrated Transport Initiative for South East Scotland. Current projects include the West Edinburgh Bus System (WEBS), also being delivered by *tie*, improvements to bus services, six new Park & Ride facilities and increased provision for cyclists and pedestrians. The aim is to give people a real choice to the private car and, by reducing road congestion, to boost the economic performance of Edinburgh and South East Scotland.

The first two tramway lines that will be built (Northern loop and Western line) will serve major areas like the airport and redevelopment sites along their 31km routes with 33 stations. 13 million passengers are expected to use these two lines every year when they start operations in 2009. The cost of the project amounts to €715 million.

French operator Transdev has been selected by *tie* to build, operate and maintain the tramway network during 15 years.

<http://tt.tiedinburgh.co.uk>

● DELFI : a national door-to-door journey planner for Germany

The DELFI system, that aims to provide door-to-door travel information for public transport users in whole Germany, was launched in 1996 by the German Ministry of transport in co-operation with the Länder (regions). A first version of the system was officially presented on 28th June. Instead of being a new country-wide journey planner, DELFI connects the existing journey planners of Länder and of DB with each other. DELFI, which is available on the internet sites of the project partners, was developed by the company Inovaplan and relies on exchange of data.

It is hoped that DELFI will facilitate the planning of trips of public transport users, and even attract new passengers. Integrated information between local, regional and national transport networks is indeed a key factor to increase the attractiveness of public transport systems.

It can be noticed that the European project EU-Spirit aims to develop at the European level a similar travel information system offering the calculation of door to door travel itineraries between European cities or regional areas. This system includes all public transport modes from taxi to airplane. Up to now, operators of travel planners from Denmark, Germany and Sweden participate in the project, but all operators of internet based travel planners are invited to join the system and thereby offer additional services to their customers.

www.delfi.de ● www.eu-spirit.com

● LONDON will invest €4.5 billion into public transport infrastructures over the next 5 years

The British government released on 20th July its White Paper about the future of Transport in the UK by 2030. This document, in line with the Spending Review for 2004/2009, supports the Business Plan of Transport for London of almost €4.5 billion of capital investments for the coming 5 years. This announcement is good news for the Mayor of London, who had asked for increased government funding to meet the challenges of London's fast growing population (+ 300,000 inhabitants since 1990 and 800,000 more expected by 2015). The business community of London had also supported the need for increased investments into public transport infrastructure in the British capital city.

The new projects, that will concern mostly extensions of underground and light rail systems, shall also support London's bid to host the Olympic Games in 2012.

In addition, the government has confirmed the importance of building a new East-West Crossrail link joining west London, Heathrow Airport, and the City of London and Isle of Dogs financial districts that shall start operation in 2012. The funding of Crossrail (total cost estimated at €15 billion) is still not secured, and the government will carry on consultations to find a solution where every actor pays their fair share. This includes the London business community, which could contribute up to

€4.5 bn to the project. The government also recommends that the project be carried out by a joint venture between the Department for Transport and Transport for London. A Bill will be submitted to Parliament to take forward the project as soon as possible.

www.tfl.gov.uk ● www.dft.gov.uk

● The French State will withdraw from public transport organisation in PARIS ILE-DE-FRANCE

The French Parliament adopted on 30th July a law on devolution of powers from the State to local authorities, which contains a chapter on public transport in the region of Paris Ile-de-France (11 million inhabitants). According to this law, the French State, which currently has the majority of stakes in STIF, the regional public transport authority, will withdraw totally as of 2005. STIF will be presided over by the President of the Regional council, and its new board of directors will comprise representatives of the Region, of the City of Paris, of the other counties of the region, of the Regional Chamber of Trade and Industry, and of local authorities. The State will compensate the Region for the cost of this transfer of power. Besides, the law will bring new competencies to STIF, such as the responsibility of school transport and on-demand services, the definition and the implementation of the urban mobility plan (PDU), and lastly the possibility to carry out infrastructure projects itself.

The law also makes it possible for STIF to devolve some of its competencies, aside from the fare policy, to local authorities, so as to bring decision making closer to the citizens in a large territory of 12,000km².

www.stif-idf.fr

● Metro keeps growing in PORTO and fare integration under way

One year after the inauguration of its first section (see *EMTA News n°9*), the metro network keeps growing in the second largest Portuguese metropolitan area (1.5 million inhabitants).

The section of 12km (18 stations) inaugurated in December 2002 (Blue line) carried 6 million passengers during its first year of operation, and patronage increased by 30% in the first term of 2004. The line, operated by the French company Transdev, was extended in June before the European football championship to serve the main Campanha train station and the Dragao Stadium. This fully underground extension of 3.5km has 5 stations (cost of infrastructure: €165m).

Besides, works are under way for three other lines (Red, Yellow and Green). A second line (Red) will be inaugurated in October 2004. It will connect the city centre with the Western suburban municipalities of Maia and Matosinhos thanks to a 16.6km line, out of which 9.8km will be shared with the existing Blue line. 5 new stations will be opened on the 6.8km newly built double-track section.

The next one will be the North-South Yellow line that will connect the left bank of Douro

River (municipality of Vila Nova de Gaia) with Northern suburbs through the city centre and the metallic Luis I bridge (operations expected for 2005). Some further extensions are foreseen, including one to serve the Airport from the Red line.

When it is completed, the whole network will consist in 7km of underground section, 16km of newly built surface light rail, and 47km of sections of existing suburban railways. The total cost for this first phase will amount to €2.2 billion brought by public authorities.

A second phase comprising 38km of new lines (estimated cost of €800 m) will be launched soon through a public private partnership so as to involve private funds.

The inauguration of the metro also saw the introduction of a contactless smartcard system called *Andante*, that is being progressively extended to the other transport modes of the metropolitan area (buses operated by public operator STCP, private suburban buses, and trains of CP national railways). *Andante* is managed by TIP (Transportes Intermodais do Porto), a company bringing together the operators involved in the project of fare integration. A methodology based on passenger.kms, vehicle.km and the cost of each transport mode has been devised to share revenues between the operating companies. *Andante* is available both as a multi-trip ticket and as a season pass. Both forms are reloadable. *Andante* relies on a zonal system (currently 12 zones), that will be enlarged to cover progressively the whole

territory (46 zones ultimately).

www.metro-porto.pt

● New contract for local and regional railways in RHINE-RUHR

VRR, the public transport authority of the Rhine-Ruhr conurbation (7.2 million inhabitants on a 5,000km² territory in Germany around Düsseldorf and Essen), signed in July a new contract with DB German railways for the operation of local and regional railway services. The 15-year contract reaches a total value of €6 billion. According to the contract, DB will provide 44 million of regional train.kilometres every year, and half of these services will have to be tendered out by DB at the end of the contract (2018). The contract also covers local S-Bahn railways, that will be operated by DB itself (17 million train.kilometres every year), but that will be tendered out after 2018. DB commits itself to investing €400 million into modernisation of rolling stock during the length of the contract.

13 quality indicators, among them punctuality and information, have been defined in the contract so as to improve the quality of services provided to passengers through financial incentives. It has also been agreed that all trains shall have security staff on board after 7pm.

DB takes the commercial risk, meaning that it will bear any evolution in fare revenues.

www.vrr.de

● Successful fare integration implemented in SEVILLE

Greater Seville includes 22 municipalities for a

total population of 1.2 million inhabitants. Achieving greater fare integration between the 10 companies operating transport networks on its 1,300km² territory has been a major objective of the Consorcio de Transportes del Area de Sevilla, the metropolitan transport authority since it was set up in March 2001. On 1st October 2002, a first step was implemented with the integration of fares of all metropolitan bus operators with the introduction of a common validation system for magnetic tickets and the launch of 10-trips tickets valid in the whole metropolitan area.

After one and a half year of operation, the decrease in number of passengers witnessed previously has been halted (12.8 million travellers per year). The new integrated fare system has been consolidated and the use of the new tickets is steadily growing.

During this period, 35 new buses have been purchased by bus operators, 23 of which being accessible for passengers with reduced mobility. Simultaneously, an ambitious programme of equipment and signposting of bus stops has been initiated, with the installation of 200 bus shelters and 650 bus stop posts.

Among the most noticeable projects in the short and medium term is the development of SIV, a real-time information system based on GPS technology and GPRS transmission of data.

www.consortiotransportes-sevilla.com

News from other continents

● Algier is building a metro system

The capital city of Algeria has a population of 2.6 million inhabitants in the metropolitan area, which tripled since independence in 1962. The incapacity of bus services to cope with this fast growing population and the increasing congestion pushed the Algerian government to formally adopt in 1990 a long term masterplan of development of a metro system. The project consists in 3 metro lines totalling 56km of routes and 54 stations. It was decided to start building one of the three lines, linking the centre with 8 municipalities along a 12.5km route with 16 stations. The construction itself, which was split into two phases, is expected to be completed in 2006, and operations shall start in 2008.

The project is carried out by a public company called EMA (Entreprise du Metro d'Alger), which has been responsible for designing the system and preparing the tendering procedures.

More than 25,000 passengers per hour are expected to travel on this first line, that will be served by six-carriage trains with a commercial speed of 70km/h.

The funding of the project is still not fully secured, but the French government announced a financial support in exchange for the purchase of rolling stock from French manufacturer Alstom (amount of €350 million) and involvement of operating companies RATP and SNCF.

News from the companies

● Privatisation in sight for DB German Railways ?

H. Mehdorn, chairman of DB German Railways (€28.2 billion of revenues in 2003), confirmed in June his ambition to privatise the company in 2006, based on the improvement of the financial results of the company in 2003 (loss of € - 177 million vs - 454 million in 2002) and the positive perspectives for 2004.

But a decision reached in May by the Transport Committee of the Bundestag (Lower Chamber of Parliament) asks for DB privatisation to be postponed until the company can make profits over several years and doesn't need public subsidies for its infrastructures any more.

www.db.de

Agenda

● European Mobility Week of the European Union : Safe streets for children

16-22 September 2004
www.mobilityweek-europe.org

● A Decade of Regional Railways Revival, What next?

2nd UITP Regional and Suburban Railway Conference
19-21 September 2004 – Berlin, Germany
www.uitp.com

● European Benchmarking project-Launch of the 2nd year

28 September 2004 – Brussels, Belgium
www.transportbenchmarks.org

● 14th EMTA General meeting

28-29 October 2004 – Sevilla, Spain
www.emta.com

● Towards Sustainable Urban Transport 2nd Conference of the UITP Euroteam :

25 November 2004 – Brussels, Belgium
www.uitp.com

Focus

25 years of public transport reforms in the United-Kingdom

A lot has been said and written about the consequences of the deregulation and privatisation of public transport in the United Kingdom under the Thatcher government. Regarded as a role model by some countries, this policy has been criticised by many others as a bad way not to be followed. 25 years after these reforms were first introduced, this article looks at how the situation is really, and at the plans of the Blair government for the future.

The steps of deregulation and privatisation

The Transport Act 1980 led to the complete deregulation of the British coach industry for long distance journeys. Until then, the coach network had been managed by the National Bus Company, a state-owned business, that was reorganised into 72 separate companies which were all privatised by 1988.

The Transport Act 1985 led to the privatisation of the bus companies and the complete deregulation of bus operations outside London. Since then, any company can provide commercial services, that is to say without subsidies, and is free to set its fare levels. There are no obligations to consult public authorities. Passenger Transport Executives (PTEs) and county councils, which used to operate bus services through municipal bus companies, lost most of their powers and only kept the mission to secure socially necessary services not provided by the commercial operators through tenders. In London, although the bus subsidiaries of London Transport were privatised, the whole system remained regulated through the definition and tendering out of routes and setting of fares by the authority.

Lastly, the Railways Act 1993, prepared by the Major government, led to the privatisation of the rail system, which had been owned and operated by the state-owned company British Rail since 1948. The reform consisted in privatising the operation of services, handed out to Train Operating Companies (TOC), and the infrastructure as well, transferred to the private company Railtrack. The objective was to reduce the railway's public funding requirement and drive up quality of service in a context of falling demand. A new public agency, the Strategic Rail Authority (SRA), was set up to franchise the services to TOC on a national basis for a limited period of time (usually 7 years) through tendering procedures. An Office of the Rail Regulator (ORR) was set up to supervise the contractual and financial operation of the infrastructure by Railtrack.

Results achieved

> Bus services

Deregulation failed to deliver the objective of halting the decline in the bus industry, but it did reduce the cost of providing the services and public subsidies (only 16% of bus services now receive public subsidies). Another positive effect has been an increase in the provision of services, but fare levels rose and patronage declined significantly (-25% in the country between 1985 and 1995). Contrary to this, bus use in London has increased by 30 per cent since 2000 thanks to the high level of integration of the network supervised by

Transport for London.

The reform also led to a strong reshuffling of the industry. The share of public bus companies in the provision of bus services fell from 75% in 1985 down to 7% in 1997. The large number of companies set up after 1985 have quickly consolidated into a smaller number of large players and now the three largest groups – Arriva, FirstGroup and Stagecoach – control more than 50% of the bus market.

> Rail services

The reform has had positive effects on passenger numbers and service levels. Passenger journeys have grown by over 26% since 1996 reaching over a billion passenger journeys in 2003, the highest level since 1961. There are 1,600 additional train services every weekday.

Privatisation also led to a fast modernisation of the rolling stock. Franchises for operation being shorter than the working life of carriages, some Rolling Stock Companies (ROSCOs) were set up to lease rolling stock to operating companies. ROSCOs have invested more than €6 billion since 1996, bringing 4,500 new vehicles into service (almost half of the fleet).

The rail freight has also grown a lot (+43% since 1995) and has increased its modal share. However, some weaknesses must also be mentioned. The Hatfield accident of 2000 revealed the under-investment in maintenance of the infrastructure, which had started deteriorating long before privatisation of the network, and the difficulty for Railtrack, a private company, to control the system efficiently and follow long-term objectives. The increased maintenance costs and a separate loss of control on the project of upgrading of the West Coast Main Line led to deep financial trouble for Railtrack, that had to be transformed into a not for profit company, Network Rail, in 2002. Punctuality also deteriorated significantly over the past 3 years. Public spending had to be increased significantly to improve the infrastructure (€5,8 billion in 2003).

What future for the British transport policy?

Since 1998, the government has carried out several reviews and consultations so as to define the principles of a new transport policy that would keep the positive effects of the privatisation of transport companies but counter the problems caused by the deregulation and disintegration of networks.

A first step was reached for bus services with the Transport Act 2000, that acknowledged the need to reach higher integration and quality of bus services outside London. This new legislation introduced Quality Bus Contracts, which are a form of bus franchise awarded through tendering procedure by PTEs when

it is the only practicable way for them to implement their bus strategies. The Transport Act 2000 also introduced the possibility for transport authorities to implement congestion charging.

A White Paper on the future of rail published in July 2004 recommends to devolve more power to regional and local authorities (Scottish and Welsh governments, Transport for London, PTEs), that would be able to vary service specifications and fares, provided that they bear the costs associated. Local authorities would also be able to transfer funding between rail and other transport modes so as to have an integrated approach of the transport provision on their territories.

Another proposal concerns the transfer from the SRA to the government of the responsibility of setting the national level strategic outputs for the railway industry, in terms of capacity and performance. A single independent economic and safety regulator will be created through an enlargement of the missions of the ORR. Lastly, Network Rail will be confirmed as a not for profit organisation and will be given a strengthened responsibility for operating the network. The number of franchises will be reduced and they will be aligned more closely with Network Rail's regional structure, so as to bring closer co-operation between train companies and the infrastructure manager.

Concerning bus services, the White Paper on the future transport policy for 2030 published on 20th July 2004 recommends to improve the legislative framework by enabling PTEs to purchase buses for lease to operators and by ensuring that the enforcement of fair competition does not work against the interests of passengers. The government will also help PTEs to introduce Quality Contracts as part of a strategy that includes modification of rail services.

All these moves will be supported by increased funding from the government. Spending by the Department for Transport will rise by an annual rate of 4.5% in real terms until 2008 (including an additional €2.5 billion transport reform package for the railways). This higher level of spending will then grow by 2.25% each year through to 2015

For more information: www.dft.gov.uk



11, avenue de Villars F • 75007 Paris
Tél. + 33 1 47 53 28 14 - Fax + 33 1 47 53 28 47
www.emta.com • emta@emta.com