

News from Europe

● Working program for Transport field in 2005 presented to EU parliament

Commissioner for Transport, Mr Jacques Barrot, exposed the working program of the Commission for 2005 to the transport commission of EU Parliament on February 1st.

On local public transports side, he stressed the aim to adopt the new regulation on action by Member States concerning public service requirements and the award of public service contracts in passenger transport, in order to avoid situations of uncertainty. The Commission is about to release a new proposal, more simple than the previous ones. This new text increases the ability given to public authorities to choose between open competition or in house provision of services, stresses the importance of contracting when a public authority grants financial compensations or exclusive rights and sets time limits for these contracts. This regulation should be discussed by the Council of the European Union in June, if a political agreement is reached. One should note that this regulation no more applies to waterways services and to long distance rail services, addressed in the third railway package. For rail services, Mr Barrot stressed the importance of the package approach, to keep an integrated vision of the regulation and encouraged the Parliament to go on studying the current proposals.

www.europa.eu.int/comm/commission_barroso/barrot/speeches_en.htm

● EU ministers aim to enhance the urban dimension within the Union

Informal Ministerial meeting on Urban Policy took place in Rotterdam on 30 November to address EU priorities for urban policy: strengthening competitiveness, stimulating social inclusion and improving urban environment.

European Ministers, in charge of these fields decided to put urban policy higher on European agenda, given the importance of cities regarding economic development and social climate. A European knowledge exchange network will be created to achieve effective cooperation between urban, national and European networks. This project would be part of the Urbact program.

DG Regional Policy, which is in charge of Urbact program, also presented last October the first results of the Urban Audit. This project consists in comparing 189 cities across EU 15 on nine items including demography, economy, transports, environment... In 2005, 69 cities in new Members States will be added, and an extension to cities of Switzerland, Croatia, Norway and Turkey is expected in the future.

www.dutchuec.nl/kcgs/show/id=136088
www.urbanaudit.org

● UE gets ready for Kyoto... and looks further

Kyoto protocol entered into force on 16 February and should lead to a 8% reduction of greenhouse effect gases emissions (compared to 1990 levels) by the end of the decade. If some countries will hardly reach this goal, EU 25 considered as a whole should globally succeed: in 2002, emissions were below base level (1990) by 2.9% in EU 15 and by 9% in EU 25.

However, Kyoto protocol is seen only as a first step to fight climate change. Intergovernmental Panel on Climate Change (IPCC), call for significant cuts in global emissions below 1990 levels, and to below the cuts that the Kyoto Protocol sets. Anticipating of the international debate on the future of the global climate change regime, the European Council, announced that it will consider "medium and longer term emission reduction strategies, including targets" at its meeting in Spring 2005.

In response, the Commission adopted on 9 February 2005 the Communication on "Winning the Battle Against Climate Change".

www.europa.eu.int/comm/environment/climat/gge.htm
www.ipcc.ch

● New law for accessibility in France

On February 11th, French parliament passed a law stressing the equality of chances and full participation within society for disabled people. This law has huge consequences in accessibility of public areas, especially public transport. The law stipulates that all the stages of a journey in public transport including intermodality should be accessible to people with reduced mobility within a period of 10 years. Moreover, transport authorities will have to elaborate within a period of three years a master plan for accessibility of their networks describing the way they will be made accessible and the implementation stages. In case of huge technical obstacles, which could be the case of old metro networks, an alternative service has to be provided and funded by the transport authority within three years. For travellers, the cost of these services should not exceed the cost of a journey on mainstream public transport network. Transport Authorities have also to set a process able to collect complaints regarding accessibility matters within a period of three years.

A decree will soon precise some practical aspects of the law but in any case, it will have tremendous impacts on transport authorities role and responsibilities and hopefully, positive effects on public transport image and efficiency.

www.assemblee-nationale.fr

● European environment agency stresses the underestimation of car pollution

The agency published in October a report describing ten key transport and environment issues for policy-makers.

The report states that traffic is growing at roughly the same rate than GDP raising the challenge of decoupling policy. Even if local car pollution is falling, inadequate test standards are underestimating emissions of harmful air pollutants from new cars and many diesel car owners are making things worse by modifying their engines to increase power, explaining the reasons why air pollution in Europe's cities is not falling faster. Moreover, the tests cycle for new vehicles does not cover air-conditioning and other energy consuming equipment and does not reflect the way cars are really driven, minimizing the technological impacts on greenhouse effect.

The report also expresses a concern about public transport fares, that rise faster than the cost of private car, giving thus an advantage to a mode more harmful to environment. EEA stresses the impact on landscape of transport infrastructures and calls for a better use of the existing ones thanks to road pricing or congestion charging than construction of new ones.

reports.eea.eu.int

● New European transport research program

The European Road Transport Research Advisory Council (ERTRAC) exposed its strategic research program, underlining the importance of mobility improvement and reduction of noise and pollution.

In the field of individual mobility, the research program aims at providing the relevant solutions to satisfy the expected 32% growth in demand by 2020. Focus will be made on land use, social trends and behaviours and mobility management of existing infrastructures. Solutions will be explored in the fields of multimodal interfaces, information provision and innovative mobility concepts.

Actions undertaken to tackle noise and pollution are based on two main goals: reducing greenhouse effect gases, which reduce energy demand, and assessing impact on environment, in particular on communities and natural habitats. The research will cover technological solutions, infrastructure design and behavioural analysis.

www.ertrac.org

News from the cities

● New metro line and paying expressway in St PETERSBURG

St Petersburg metro network, made of 4 lines representing 100km will significantly grow in the coming years, with a target of 140 km by the year 2015, particularly in the northern area of the city. This extension plan includes a new line and the beginning of a circular line. These projects should lead to a significant increase of public transport modal split: public transport journeys, that represent 33% of the trips are expected to reach 42% in the future.

Another long term project lies in the construction of a paying expressway, establishing a link between the port, the main logistic areas the ring road and the main motorways. This 46 km road will cost about €1.6bn. 50% will be funded by the Russian State and the other 50% by private investors. Private cars will pay €0.60 and lorries €2.3 to use this infrastructure. www.metro.spb.ru ● www.gov.spb.ru
www.stratplan.leontief.ru

● LYONS renew its global contract with Keolis for six years and develops its networks

Sytral, Lyons transport authority is responsible for organising and financing the largest French public transport network open to competition, with a €1.5bn contract lasting 6 years. As the previous contract was ending in December 2004, the tendering process has been initiated in November 2003. The last choice had to be done between Keolis, the incumbent and Transdev-RATP, the challenger. After a tight competition, Sytral finally granted the contract to the incumbent, who will operate Lyons' public transport system until 2010.

Lyons network is currently in a growing phase, with the extension of the Tramway line 1 by 1,4 km, planned for October and the beginning of rail platform works on the new Tram line Lea. This 14,6 km line will serve 70,000 people and 37,000 jobs in the eastern part of the metropolitan area. This €177m project will enter in service by end 2006. In the future, this line will be used by an express link, called Leslys, between the city center and St Exupéry Airport (23 km away) expected by 2007. The common use of the infrastructure by urban trams and suburban tram-trains, will be one of the main challenges faced by Sytral.

www.sytral.fr

● New developments and operations schemes in WARSAW region

New infrastructure projects have been decided for Warsaw and at a regional scale: the second metro line is currently under construction and is expected to enter in service in 2007. The works for the third line, measuring 6 km will start just after the beginning of first line operations. A project of a suburban express network is also under discussion.

On the operating side, Koleje Mazowieckie started its operations in the field of passenger transport on January 1st. This first regional

railway company is 49% owned by Polish State Railways' regional business unit PKP Przewozy Regionalne and 51% by the Mazowieckie district administration. The law allows regional governments to take responsibility for rail services and the national railway company PKP should transfer some of its rolling stock and other assets, and raises concerns about PKP financial situation. This example is expected to be followed soon by other Polish regions.

www.ztm.waw.pl ● www.metro.waw.pl
www.pkp.com.pl

● Innovative mobility concepts in LONDON and in LILLE

As mobility in urban areas shifts from commuter trips to more complex journeys, for various purposes and covering the whole day, transport system is expected to take more and more in account intermodality.

Lille and London are experiencing two innovative concepts in this field :

> **LILLE**, main city of the Northern part of France opened in December 2004 two «Oxygen Stopovers» in the city center. In these futuristic looking buildings, electric bikes and Segways are available for short term rental. This innovative service aims at competing with car for short trips, allowing a combined use of public transport and individual clean modes, as reduced fares are proposed to public transport cardholders. This €120,000 project was included in Keolis bid for public transport network management contract, granted in 2002. www.transpole.fr

> **LONDON** has set up an on demand bike rental, based on mobile technology. During summer 2004, first experiments had been made in the borough of Hammersmith and Fulham. Rental areas are located near tube stations, near public building, in main interchanges and in car parks. Bikes are locked with cables equipped with LCD displays. Unlocking codes are sent by SMS. After use, the bike can be re-locked in any other rental point and the LCD display provides a pin code that has to be sent to the service in order to end the hire period. Registration and annual fees amount to £10 (€14) and rental rates start from 30p for 15 minutes. Further developments are expected as for example integration with public transport travelcards. www.oybike.com

● New framework and metro for BUDAPEST

Financial agreement has been reached on Metro line 4 extension, consisting of 4 new stations and a new line of 2.7 km. Hungarian government will finance 70% and the municipality of Bucharest will finance 30% of the project, estimated €325-400m.

The total line Metro 4 project, decided in May

2003, partly funded by EIB, consists in a 10 km line with 14 stations, providing a commercial speed of 30km/h with a train every 150 seconds. More than 400,000 commuters are expected to use this line every day.

The first section is expected to enter in service in 2008 and the extension in 2009, for a total cost of €1.2bn. First tenders have been published in December for the construction works for tunnels, shafts and subways.

Hungarian government is currently thinking of introducing a road charging scheme, to reduce congestion and finance public transport infrastructure. This project will be supported by a relevant fare system for all modes and by the creation of a Transport Authority :

Budapesti Közlekedési Szövetség.
www.metro4.hu ● www.bksz.hu

● Financial agreement for BERLIN new airport

Berlin Brandenburg International airport funding has been approved by the airport authority; by private and public stakeholders, including the Federal State, the Länder of Berlin and Brandenburg, the European Union. This €2bn project, located on the property of Schöenefeld current airport could open in 2010 and will provide an extra capacity of 20m passengers a year. Rail connections are full part of the project with on the one hand the construction of a dedicated 20 km link between the future airport and the city centre, offering a 17 minutes travel time. On the other hand, interconnection with the existing regional interurban and international rail network with tracks adapted to ICE trains, will provide opportunity to reach mail German cities and also Poland and Czech Republic.

www.bbf.de

● LONDON experiences new streets for the 21st Century

Exhibition Road, in South Kensington District is one of the most attractive place in London in term of cultural interest. However, transportation is a huge concern since a major road link crosses the district implying foot tunnels for pedestrians, underground station is not easily accessible and bus connections with the rest of the city are poor.

The Royal Borough of Kensington and Chelsea decided to integrate motorised and pedestrian flows, implementing a concept of «inferred pedestrian priority». This new space design aims at slowing car traffic, discouraging through traffic, improving pedestrian comfort with high standards of accessibility in the streets in the underground stations and in bus services.

The scheme is being launched, the public consultation should occur in Spring 2005 for an implementation in 2006-2009.

www.rbkc.gov.uk

News from other continents

● Integration of transport management and dynamic city planning : the example of São Paulo STM

São Paulo is the biggest city of Southern America with nearly 10 million inhabitants and 20 million in the metropolitan area. However, its public transport network is very recent compared to other megacities. The construction of the first metro line began in 1968 and opened only in 1974. Nowadays, four metro lines (1, 2, 3, 5) serve a 47 km network operated by Metro São Paulo, and six suburban lines (A-F) operated by CPTM, the State owned Metropolitan Trains Company, representing 270 km, also integrated to the local public transport system.

Major extension projects are currently being developed : construction of line 4 started in Summer 2004 and is expected to enter in service in 2007. This 13 km line with 10 stations will carry 900.000 passengers per day. Works for line 2 extension began in March 2004 and will last about two years for the first section. The suburban line C will be extended to relieve the

overcrowded metro line 3.

Transport competencies in São Paulo are managed by the State Secretariat for Metropolitan Transport (STM) addressing three main objectives through three internal divisions:

- > Establishing urban and political directives for the urban transports in the metropolitan region;
- > Organising, operating and controlling the metropolitan transportation system: planning and programming, setting up the fares, regulation and granting of concessions for metropolitan transports
- > Promoting public transport and setting urban directives of metropolitan nature in the cities which belong to these regions.

STM controls three operating companies (São Paulo Subway Company, São Paulo Metropolitan Train Company – CPTM, Metropolitan Urban Transports Company – EMTU) and Emplasa (Great São Paulo Metropolitan Planning Company) in charge of public planning, programs and action projects

in the metropolitan regions.

In order to have a clear strategic vision, to reach operational and economical efficiency and to allow various kind of partnerships, and to better match the expectations of the passengers, STM elaborated the Urban Transports Integrated Program (PITU 2020) describing various projects in the field of network extensions, management measures as - tax policy or communication - and planning process. PITU 2020 sets also quantitative targets for reduction of time spent in transport, air quality, fuel consumption, noise pollution, car accidents, land use...

This 2020 strategy is based on the detailed description of the current urban structure and transport system in the base year, transformed by trends measured during the past decades and modified by various scenarios.

www.metro.sp.gov.br ● www.cptm.com.br
www.stm.sp.gov.br/pitu2020/english.htm

Case Study

● Market conformity of Amsterdam Public Transport

Mid-November 2004 the Regional Authority of the Amsterdam Region (ROA), responsible for commissioning public transport in the Greater Amsterdam region, accepted an initial bid of the incumbent GVB (Public transport company Amsterdam). The procedure gives an opportunity to GVB to retain the full concession and prolonging their contract as of January 1st 2006 for a maximum of 6 years. The ROA Board ruled that this initial bid complied with a set of market conform prices for public transport services, established by market survey.

In order to evaluate the bidding ROA conceived a yardstick-method by which the offer on each of the three components of the current Public transport-concession was measured by a so-called reference value which reflects a market conform price level. As there is no actual competition by other transport companies these reference-values stands as alternative for the bid of virtual competitors in a tender.

Last November the ROA Executive Board ruled that, although the prices of GVB did not fully comply the yardstick, GVB should be awarded the conditional right of bidding on a renewed contract, if GVB meets a couple of additional demands. The incumbent agreed on these terms and bridged the financial discrepancy that remained between their offer and the reference ROA had set out.

Since February 10th, the ROA Board has released a draft of an enhanced Schedule of Requirements for consultation amongst concerned parties (consumers, local politics and other authorities). By this new S.o.R. ROA aims to improve the level of public transport services on a wide range of busy trunk lines in the local Amsterdam network. This should result in a network of busy connecting lines that enables passengers to multiply their opportunities to travel to and from the centre of Amsterdam. At the same time ROA wants strict guarantees for the disclosure of all inhabitants of Amsterdam boroughs and quarters areas by public transport. This implicates that a stop of a bus-, tram- or metroline is located within a range of 400 meter of each home-address, company or facility. Based on this Schedule of Requirements the operator has to work out a network and a time table for 2006. ROA also aims to enhance the monitoring of operational quality of the new network.

ROA wants to negotiate a new contract with GVB based on this improved and specified Schedule of Requirements for the Amsterdam concession. In July 2005 the procedure is to be concluded by agreement on a second and final bid of GVB.

When GVB fails to comply with the conditions or to translate the requirements in a sound network for a reasonable price, ROA could still decide to start a public tender. This could also be brought about in case the Dutch Minister of Transport does not relieve the obligation for the

principal ROA to tender out all urban public transport by 2009. Full attention is now drawn to this intricate process of private contracting.
www.roa.nl

Agenda

- **EMTA 15th General meeting**
21-22 April 2005 – Amsterdam, The Netherlands
www.emta.com
- **11th International Conference on urban transport and the environment in the 21st century**
Urban transport 2005
12-14 April 2005 Algarve, Portugal
www.wessex.ac.uk
- **ECOMM European Conference on Mobility Management**
1-3 June 2005 - Harrogate (UK)
www.epomm.org
- **Velo City 2005 – Delivering the Vision**
31 May – 3 June 2005
Dublin, Ireland
www.velo-city2005.com
- **56th UITP World Congress**
5-9 June 2005 – Rome, Italy
www.uitp.com

Focus

Olympic Games 2012 : 100 days left before final choice

Olympic Games are a major event and thus a tremendous challenge for hosting cities. Organising such an event is a unique opportunity to give a boost to metropolitan areas and to get a commitment from all the stakeholders. In less than 100 days, the Olympic International Committee will elect the host city for 2012 among London, Madrid, Moscow, New York and Paris. European capital cities are widely represented in this challenge, that have great impacts on the elected city, especially in the field of land use and transportation !

Madrid: focus on sustainable development

Olympic sites in the Spanish capital city are located in three main zones. The Olympic Ring, in the eastern part of the city is a wooded area that will host main Stadium, athletics, swimming venues and the Olympic Village. A few kilometers toward North, near Barajas international airport, the existing Exhibition Centre IFEMA will host indoor venues and the media center. The third area is in the city center where many sporting events will take place in already existing stadium, as football or handball.

During the games, 100% of spectators journeys will be made by public transport, so as to minimize the ecological impacts. The objective is also to serve all venues by more than one public transport operator to secure the system. Public transport system in Madrid is very efficient and modal split is nowadays 54% in favour of public transport in the metropolitan area, which is noticeable. Madrid metro network was largely extended in the last years and today it is highly accessible to people with impaired mobility. The bus networks will also be fully accessible by 2012.

Transport networks, and particularly metro, is still in a phase of strong development. Metro Madrid is a 226 km network. By 2012, regardless of the Games, it will be extended by 90 km to reach 316 km. A 8,4 km tunnel in city center, connecting two main railway stations Atocha and Chamartin will enhance the interest of rail connections. Only three stations will have to be built near Olympic venues, to deal with transport demand during the games.

Madrid bid focuses also on smoother modes of transport, by creating a 60 km cycle ring, serving a large part of Olympic venues and wooded areas in the city.

www.madrid2012.es

London: new land development and infrastructure in the eastern part of the city.

London bid is based on the renewal of Stratford where the 250 ha Olympic Park will be built. This park will host the Olympic village, the media center and a large number of sporting venues including new stadium offering 80,000 seats. Stratford is located on the Channel Tunnel Rail Link (CTRL) about 10 km from city center. Other venues will be located in the central area and in the River Zone, near Greenwich.

Access to venues for spectators will be only possible by public transport, park and ride or directly by coach as no parking space will be available for private cars.

In order to serve the venues better, many improvements will be made on public transport infrastructure.

Part of these improvement have already been decided through the long-term spending plan published by Department for Transport : extension of Docklands Light Railway and capacity enhancement, extension of East London Underground Line, refurbishment and

modernization of all Underground stations.

Other improvements will be made for the purpose to reach a capacity of 240,000 passengers per hour to serve the area with 10 rail lines. One of those is the 'Olympic Javelin', using the CTRL and the new Stratford station. This shuttle will carry 25,000 passengers per hour, offering a 7 minutes journey from central London to Stratford.

Focus will be made on accessibility as venues have been selected to achieve good accessibility for the mobility impaired. All London buses will be accessible in 2005 and the 21,000 taxis are also fully accessible.

Each spectator ticket will include travel in the London public transport network on the day of the event and through to 4 AM the following day. Park and ride facilities will also be included in this ticketing scheme.

www.london2012.com

Paris: optimisation of infrastructure and improvement of accessibility

Paris bid consists in concentrating major part of venues in two clusters, located in the northern and in the western part of the city. The northern cluster will host the main Stadium, the media center, a new swimming pool. The western cluster includes Roland Garros Stadium and will host another football stadium and indoor venues. The Olympic village will be built in a new development area, between the two clusters, on an existing marshalling yard.

One of the main objectives of the Strategic Transport Plan is that 100% of spectators don't use private car to access venues. The density of venues within the clusters makes it challenge.

Paris public transport network is very dense and reliable. It will be able to manage the demand, helped by the creation of a new heavy rail station near the northern cluster and a new tram line serving both clusters.

Olympic games will also be an opportunity to improve the rail links between the city and its main Airport (Charles de Gaulle).

To encourage the use of public transport, tickets for sporting events will include travel on all networks and will also include parking in dedicated park and ride facilities, all around the city. Accessibility of heavy rail networks is currently being developed at a regional level. The games will be an opportunity to speed up this project and to provide accessibility to some metro stations, that will be useful to serve sporting venues, complementing the bus network, fully accessible in 2012.

www.parisjo2012.fr

Moscow: all venues within the city, served by Moskva river

Moscow project is based on the bends of Moskva River, where a large part of events will take place within Moscow city, facilitating transportation of athletes and spectators.

For accessing the venues, public transport will be used in a large part, and additional network developments will be made for the games : The 270 km metro network is planned to grow by 40 km by 2012 and a 15 km additional extension is expected for the games. The same for light rail network: 25 km are planned by 2012 and a 15 km further extension will be build for the Olympics.

The location of main venues near the river will offer a unique opportunity to use waterways services, used by 60,000 spectators to reach the competition venues. These services will also be used by athletes, provided the fact the offer comfortable and reliable journeys: the distance between venues often does not exceed 5 or 10 km and the Olympic Village is located in the heart of all venues.

www.m2012.ru

New York: three clusters served by the world biggest public transport system

Competition venues in New York are split into three clusters. The Olympic Square, including the Olympic Stadium, in the heart of Manhattan near the Empire State Building, the Olympic Park between JFK and La Guardia airports and the Olympic River front on Harlem river, in the northern part of the city.

New York has the biggest public transport network in the world, carrying everyday 10 million passengers, on permanent improvement. Almost no additional transport infrastructure is planned for the event :

Olympic Square Cluster is served by 8 metro and 2 heavy rail lines, Olympic Park by a heavy rail and 2 metro lines, and Olympic Riverfront by 6 metro lines. All clusters are also served by ferry and bus services, that are fully accessible to people with impaired mobility. Few extensions would enhance the capacity of the network so as to let more than 90% of journey to venues being made by public transport. As 21 metro lines among 28 serve Olympic venues, the flow of passengers will be well split on the whole network, avoiding bottlenecks.

www.nyc2012.com

The evaluation commission visited all candidates cities from February 3rd to March 17th and will publish a report by June 6th for the International Olympic Committee. The final vote will take place on July 6th during the IOC 117th session in Singapore.

www.olympic.org



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