

New EMTA Board chosen: first meeting in Vienna



Secretary general & some Board members in Vienna technical visit (oct 2013).
Left to right : Ruud van der Ploeg, David Vitézy, Geoff Inskip, Suvi Rihtniemi, Wolfgang Schroll.

On 10 and 11 October 2013 EMTA held its 31st general meeting in Vienna at the kind invitation of VOR. During the meeting the EMTA-assembly endorsed the candidates for a new EMTA Board adopting a 2-year term until October 2015. By unanimous vote mr Geoff Inskip was chosen as the new president for a two-year term.

Geoff is Chief Executive in CENTRO, transport authority for the West-Midlands with experience in many different managing positions in public transport, and representing UITP/Organizing Authorities Division. The general meeting said goodbye to the president of the last board mr Hans-Werner Franz from Berlin. He is expected to retire from office by the end of February next year. Also stepping down from the Board is mr Paonessa (AMMR Turin). The composition of the EMTA executive Board is as follows:

Mr Geoff Inskip (CEO Centro Birmingham)	<i>President</i>
Mr Carlos Cristobal Pinto (Director at CRTM Madrid)	<i>Vice president</i>
Mrs Sophie Mougard (CEO STIF Paris)	<i>Vice president</i>
Mr Anders Lindström (CEO SLL Stockholm)	<i>Treasurer</i>
Mrs Suvi Rihtniemi (CEO HSL Helsinki)	
Mr Marc Garcia (Director at ATM Barcelona)	
Mr David Vitézy (CEO BKK Budapest)	
Mr Wolfgang Schroll (CEO VOR Vienna)	

In the first meeting the new board divided some tasks and decided to prepare a calendar for activities and strategies. The outline of that calendar will be based on a questionnaire to take stock of the main topics that according to the board EMTA should focus on.

News from the cities

- **New Telebusz services in Budapest suburban areas**
BKK Centre for Budapest Transport launched new ondemand public transport services on 4 November 2013 in two suburban areas in the hilly Óbuda part of Budapest, where due to territorial circumstances until recently no service could be provided. BKK continuously seeks to pay particular attention to passengers' needs and examines options to develop and expand the supply. As a result, new on-demand "Telebusz" services were launched recently to connect these areas to the regular urban transport network.

A new bus line, bus 219 will be in operation only if passengers call in advance to indicate their travel request. Another line (bus 260) will serve the suburbs of Csúcshegy, with optional route extension by request. On demand public transport service is a well-known concept in several cities abroad and in several towns in Hungary, neither is the service unknown in Budapest as night bus line 937 has been in service on demand for nearly 10 years. Through this recent development, BKK aims to serve areas where no public transport has been provided so far on account of the narrow streets, next to promote on-demand transport services and gain relevant experience from it. The advantages of the service are that the buses run on the actual routes where there is passenger need, thus vehicles do not run empty while no environmental burden is presented by needless noise and air pollution.



Furthermore, the timetables are adjusted to the schedule of the nearby suburban railway line. Regular BKK fares apply on both new lines, so the usual single tickets or passes can be used, and travel is free of charge for the entitled passengers. Tickets are available on board from the driver, as well. The newly launched Telebusz is an extra service in both cases to provide and improve public

transport in areas that have not been covered before. A public consultation process regarding the routing has preceded the introduction of the services. Plans have been modified accordingly. We trust that our passengers are going to get accustomed to and eventually start to like these new services. Later on, incorporating experiences gathered during this pilot, we consider launching similar services to areas hitherto not connected to the BKK transport network.

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● London goes contactless

Contactless payment cards have been accepted on London buses as a payment mechanism since December 2012. From early summer 2014 customers will be able to use them to pay for travel on Tube (metro), tram, Docklands Light Railway and London Overground suburban rail services. As part of its preparations, TfL has invited customers to help test the system before it starts accepting contactless payment cards on these services.

When the contactless payment card system goes live for everyone, customers will use their card in the same way they currently do for an Oyster card. Customers will need to touch in on the yellow card reader at the start of their journeys and touch out at the end (just touch in on buses and trams). Customers will be charged the correct pay as you go fare for their journeys, automatically taking into account the existing daily - and a new Monday to Sunday - fare cap. Fares for journeys will be deducted from a customer's contactless payment card account.



TfL has nine million Oyster users of whom there are about 5.5 million adults paying a pay-as-you-go fare. They will all be able to use contactless payments and will save time as payments will never be refused as long as funds are there. In future there will be no need to carry and Oyster and make sure it has sufficient funds.

Using a contactless payment card to travel on London's transport system will be safe and secure. Cards will be protected against fraudulent use in the same way they are when used at any other retailer.

More information :

www.tfl.gov.uk/corporate/projectsandschemes/19976.aspx

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● Hybrid buses on the TVL network launch of a one year experiment in Lyon



The SYTRAL is the organizing authority for urban transport in the Lyon conurbation, the largest network in France (outside of Paris). The TCL network is particularly characterized by its modernity, the diversity of the modes operated - metro, tramway, funicular, bus, trolley-bus and electric shuttles - and by the proportion of the modes operated by electricity (72% of network movements). 25% of urban journeys are therefore provided by generating only 3% of atmospheric pollution.

The SYTRAL, which has more than 1000 buses and trolley buses, 874 internal combustion (ic) buses and 131 trolley buses, has always encouraged technological innovation within the network and in particular as regards rolling stock.

Interested in the new range of hybrid vehicles (ic and electrical) and believing the hybrid technology is too recent to offer return upon maturity, its 15-year maintainability and its performance, the SYTRAL is conducting a one year special experiment with three models of hybrid buses: Iveco Bus, MAN Cars & Bus and Volvo Bus.

Each manufacturer has developed its own technology seeking different performances according to the operating conditions. Given that the acquisition cost of hybrid vehicles is higher than that of internal combustion vehicles, the economic model is very dependent on gains in terms of consumption and maintenance costs.

The aim of the experiment is to evaluate hybrid technology proposed by the manufacturers under real operating conditions, specifically:

- > Fuel consumption gains provided by the hybrid technology compared to the diesel technology currently used on the TCL network ;
- > The monitoring of the operating condition of the battery and its wear ;
- > The vehicle maintenance program monitoring ;
- > The monitoring of pollutants where measures are achievable ;
- > The comfort of passengers, drivers and residents.

Two hybrid vehicles of each model have been purchased by the SYTRAL in order to guarantee the continuity of the experiment in the event of any accident or breakdown. 6 hybrid vehicles and 2 diesel vehicles from the TCL fleet constituting the reference for these tests, will operate at the same time on each of the lines. All vehicles will change line every three weeks in order to be tested under all climatic conditions (summer-autumn-winter-spring) which has a great influence on the results.

The SYTRAL has chosen to be assisted by IPEN, a public actor in research and training. It is neutral and objective in the conducting of the experiment. Its role is to advise the SYTRAL on its choice and to carry out the relevant measurements. The results will be known at the end of the experiment, in September 2014.

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- **A new contract to increase the number of passengers travelling with public transport in Stockholm**

Stockholm County Council Transport Administration has procured a new contract starting in August 2014 for bus services in Stockholm City and on Lidingö based on a new business model. The purpose of the contract is to increase the ridership in public transport and gain a more efficient transport supply with environmentally friendly buses.

The Stockholm County Council Transport Administration just performed a public procurement of bus transport services in Stockholm City and Lidingö. The contract awarded by the Council's Traffic Board was won by Keolis Sweden. The contract aims to increase the number of passengers travelling with public transport and to gain a more efficient transport network using environmentally friendly buses, and meets the Stockholm County Council's demands on energy conservation.

The bus transport these areas involves about 340 buses, and more than 100 million boarding passengers per year. The operator has the opportunity to propose changes to the services and the route network in order to attract more passengers and make the network more efficient. Such changes require that the operator consults and involves the Traffic Board, the affected municipalities, and other stakeholders.

The contract is based on a new business model, whereby part of the responsibility for the planning and adjustment of the traffic is delegated to the operator, providing the operator with a possibility to increase the number of passengers as well as a right to market and promote the services. The business model, where part of the compensation paid to the operator is fixed and part of it is based on revenue per boarding passenger, will lead to a public transport service more in tune with passengers' demands.

The business model gives the operator a strong incentive to adjust and optimize the network services to the demands of the passengers.

"Numerous large infrastructure projects are planned in Stockholm the upcoming years. These projects, combined with a growing population, result in a need for fully functioning and flexible bus traffic services. The new contract enables the Transport Administration to offer the citizens of Stockholm a modernized route network and to service the growing number of passengers" said Anders Lindström the Administration Director at Stockholm County Council Transport Administration.

"With this new contract and business model we are connecting our revenue to the operator's revenue to create a strong incentive to focus on the customer and increase the ridership with public transport in Stockholm" said Henrik Normark, Head of Business Development at the Transport Administration.

All vehicles used for the performance of the contract must be powered by renewable fuel. The operator also undertakes to maintain property, service depots, and bus stops owned by the County Council giving the opportunity for the operator to align maintenance with the transport supply and thereby be able to take a larger share of responsibility for the delivery of quality services to the passenger.

The start of the contract is August 2014. The contract duration is eight years, with the possibility to extend it for four years. The contract value per year is around 106 million EUR or one billion Swedish kronor, SEK.

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- **Vilnius: turning the decline in public transport passengers around**

Over the past decades, Vilnius has seen a vast decline in public transport passengers. To reverse this trend the municipality launched a public transport reform plan including rapid bus routes and integration of operators. The reforms seem to pay off: since July 2013 ticket sales have gone up and the majority of passengers value the network changes.



Since the 1980's Vilnius has faced a major decrease of public transport use, dropping from 87.6 % (1980) to 39.6 % in 2011. This significant downfall was caused by a number of shortcomings of the local transport system, such as:

1. An ineffective route network due to urban sprawl. Vilnius has one of the lowest urban density rates in the whole of Europe.
2. Neither a rapid transit network, nor rapid bus routes were deployed.

3. Absence of an extended network of dedicated bus lanes, nor a bus priority system in place.
4. Two separate ticketing systems in Vilnius, one municipal and one for private operators.

Vilnius city decided recently to address these issues to reverse the trend of decreasing ridership.

Over the course of five years, a number of studies have been conducted and improvements were made in preparation of a bigger PT reform. A dedicated plan for the introduction of new modes of transport has been prepared in collaboration with a number of partners including the Vilnius Gediminas Technical University.

Routes were adjusted based on surveys and passenger flow data. Citizens were encouraged to contribute to the discussions on route changes and new timetables. Over 500 suggestions have been received of which one-third could be taken in.

It was clear to the City of Vilnius that a package of activities had to be implemented to improve the PT system in the city and lead more people to use PT as their main mode of transport. On 1 July 2013, a major reform was implemented. The cornerstones of this reform are the introduction of rapid bus routes and integration of different operators.

1. Dedicated Bus Lanes and Rapid Bus Routes

The withdrawal of old single tickets allowed the optimisation of the transport network. Since the PT network had been reorganised in the way that passengers would have to change buses more often (as compared to the PT system before the optimisation) to reach their destination, new 30-minute and 60-minute electronic tickets were introduced allowing passengers to travel with one ticket when transferring from one vehicle to another.

Moreover, Vilnius municipality realised that rapid bus routes (RBRs) would not be successful without the creation of dedicated bus lanes (DBLs). An additional 15 km of DBLs were created in the city to reduce travel time. This extended the total length of bus lanes in Vilnius to 35 km.

In addition, the number of stops was reduced significantly. This led to the introduction of six rapid bus routes, shortening the average travel time by 12.5 minutes. A significant reduction compared to the average journey time of 48.75 minutes before. The travel speed of the rapid buses was raised by around 6.4 km/h, equalling 37% of the speed on RBRs.

The RBRs serve the central part of the city. This zone covers approximately 75 per cent of all residential and work places in the city. The speed of the vehicles is around 25 km/h and the buses run approximately every 4-6 minutes.

These top-level bus routes are supplemented with main routes and suburb routes. The main routes serve the central and the middle city zones. Buses and trolleybuses operate in these areas with services running every 10-15 minutes.

The suburb routes serve the peripheral and suburban zones of Vilnius and are operated by multi-capacity buses. The frequency of these services corresponds with the passenger flow.



2. Integration between different operators

The different ticketing systems of the municipal and the private operator required duplicated routes to meet the needs of ticket holders. Once an integrated electronic ticketing system is implemented, the need to maintain duplicate routes will vanish. The Mayor of Vilnius Arturas Zuokas said that the elimination of duplicate services will save the city some € 5.8 million a year. Savings that may be used to finance further improvements of the PT system. A total of € 1.02 million was invested on the measures for PT reform. The DBLs made for the main share with about € 950 000, about € 62 000 was spent on communication activities about the reform.

Results

The ticket revenues went up immediately after introduction of the adjustments. In July 2013, € 3.13 million ticket sales was accomplished, compared to € 2.62 million in July 2012.

In addition, the number of trips rose from 11.51 million in July 2012 to 14.44 million.

In a passenger survey monitoring the introduction of the reform, 64% of respondents rated the changes in the PT system as either neutral or positive, and 70% believed the introduction of the rapid bus route service was necessary.

Challenges, opportunities and lessons

Vilnius was faced with a number of obstacles during the PT reform process. Firstly, Vilnius municipality received

criticism from users because of the expulsion of some private operators.

The idea was to allow private operators that meet certain standards into the Vilnius PT system. For that reason the partnership agreement between the city and private operators was not renewed. The disappearance of private operators led to doubts about whether the Vilnius PT company would be able to accommodate the growth of ridership adequately all by itself.

Secondly, opposition from political counterparts caused delay in the implementation process.

Vilnius has experienced that major reforms are likely to generate opposition from many, especially because of uncertainties to be resolved surrounding the implementation. Nevertheless, Vilnius PT values the lesson that well prepared changes are risks worth taking to bring about significant improvements.

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● The Superhub project

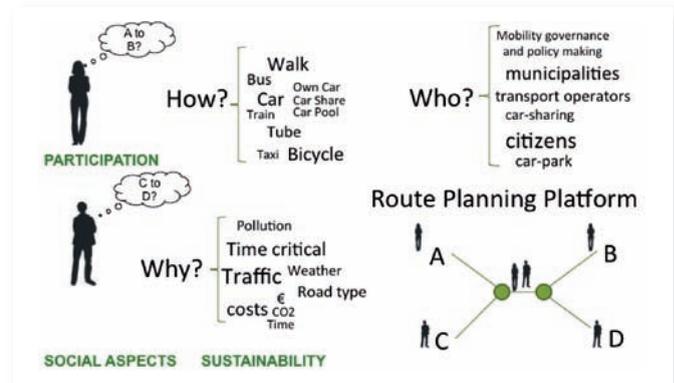
SUPERHUB is a European co-funded project involving 20 partners, Barcelona ATM and Helsinki HSL among them, from 6 different Countries. In 2014, after 36 months of research, development and large-scale trials, SUPERHUB will unveil an open source platform for PC and mobile applications which will be able to plan customized urban routes, combining in real time all mobility offers from both public and private sectors. People using SUPERHUB will not just be passive recipients of data, but will also be able to provide information to other SUPERHUB users, creating an active community. Finally, the mobility data generated by the citizens may be used by professionals and policy makers to plan near future interventions on public transport and urban mobility. After two years of work, the SUPERHUB consortium can disseminate and share its first results.



SuperHub will be able to integrate real-time public and private mobility services, and offer users more options of route and means of transport, classified according to personal preferences and needs, and the environmental impact produced (CO₂ emissions associated with each option). This will create a new ecosystem of urban mobility services. Benefits for the individual users and the community are obvious: you can take advantage of mobility "tailored packages" and promote more effectively the adoption of a positive approach to help reduce the ecological footprint.

Three cities were chosen for the field trials: Barcelona, Helsinki and Milan, clearly distinct contexts that will meet data with a high degree of heterogeneity. In Barcelona, the work is being focused on mobility disruptive scenarios and management of major events; in Helsinki on the analysis of possible interactions between ICT systems and end users;

in Milan, it is being held the main trial, with the cooperation of 600 people being monitored in their journeys and mobility choices.



Citizens in all three cities want Real time information, integrated across transport modes, with real journey durations, parking, and taking context (e.g., weather) and user profiles into account, which means:

- > Provide a centralized solution for real multimodality, mixing both private transport means with real time information from all mobility offers in the cities ;
- > Engage the citizen to be part of the solution, from its definition to its final testing in real life deployments ;
- > Increase the adoption of public transport and more sustainable mobility habits among the citizens ;
- > Build an open source platform that will enable the creation of an ecosystem for mobility solutions.

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● Tax settlement in Warsaw offers a privilege for cheaper tickets

On 1 January 2014, a new fare scheme comes into force. It benefits people living in Warsaw by the introduction of additional discount in fares for people provided they settle their personal income tax in Warsaw revenue office. A new feature is that the new single tickets will allow travellers to transfer during their trip to another vehicle or a connecting mode of transport

People living in Warsaw who during the taxable year filed a tax return for the previous year in the revenue office in Warsaw will be allowed to use long-term tickets with a rebate, valid both in zone 1 and 2. This Varsovian Card will also concern children of that group of people up to 20 years of age who are entitled to use the Young Varsovian Card (for tickets valid in zone 1 only).

The Young Varsovian Card may also be used by graduate, undergraduate and engineering students up to 26 years of age residing in Warsaw who settle their income tax in a revenue office in Warsaw or who are financially supported by their parents or guardians settling their taxes in Warsaw.



It is supposed to be a privilege for those who by paying their taxes in the capital support e.g. the co-financing of the public transport. It is also supposed to be an incentive for those who have not yet started to do so.

Additionally, a special ticket will be introduced which will be eligible to children under 20 from families with 3 children whose parents or guardians settle their taxes in Warsaw revenue office. It will cost 99 PLN for each child, it will be valid for a year and entitles the cardholder to use it unlimited in both ticket zones during its validity.

Another advantage of the new fare scheme will be its simplification. The number of ticket types will be reduced. The ones that are least popular will be canceled. This will include 40- and 60-minute tickets.

Using the public transport will also be fostered by canceling a single fare ticket which must be validated in each vehicle. A single fare ticket valid only in zone 1 will be replaced with a single fare transfer ticket (also valid only in zone 1) valid for 75 minutes and enables the user to change lines or vehicles of transport or will entitle its purchaser to reach the terminus of a specific line. Single tickets for both zones will be replaced with a similar ticket valid for 90 minutes.

It will be of great convenience for passengers. Those not using travel cards or time-limited tickets will not have to validate a separate ticket with every change. This will not only be a more convenient solution but also less expensive for those who transfer to a connecting line, or change modes of transport during their journey.

A 3-day ticket will be replaced with a weekend ticket that will be valid from 7:00 PM on Friday until 8:00 AM on Monday in zones 1 and 2. The tariff will also include a special group weekend ticket that may be used by a group of maximum 5 persons who may want to visit the city using

public transport. The rules of validity are identical to those of a single person weekend ticket.

The new tariff will also include altered additional charges when caught for fare dodging or making a trip without a valid ticket or a document that confirms the right to reduced fare travel or for pulling the emergency breaks of a vehicle without a justified reason.

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● **£2bn transport package for the West Midlands to reap maximum economic benefits from HS2**

A £2bn package of rail, tram and rapid transit schemes to ensure the West Midlands secures the maximum economic benefits possible from HS2 has been formally agreed.

The Local Connectivity Package, which was ratified by the region's new Integrated Transport Authority Shadow Board, will enable the West Midlands to more than double the potential benefits of HS2 by best connecting and feeding into the high speed rail line.

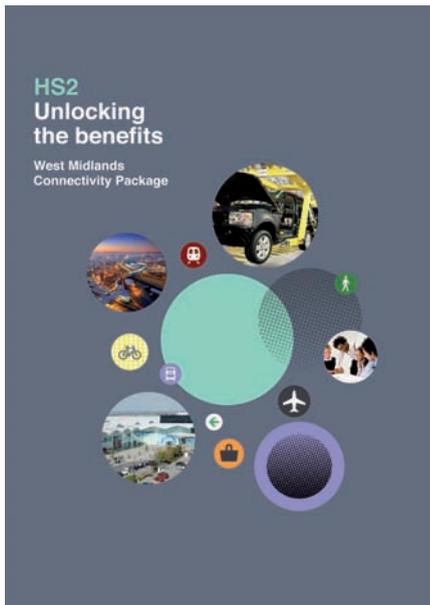
The package includes extensions to the Midland Metro tram system in Birmingham and the Black Country, new and upgraded rail stations, opening up rail freight lines to passenger services and the electrification of other key rail routes.

With the right local transport connections Centro believes the West Midlands can secure more than 51,000 new jobs and boost the West Midlands economy by more than £4.1bn a year, benefitting people right across the region.

The West Midlands have already secured more than £320 million towards this package so during the forthcoming months Centro will continue to work closely with the region's Local Enterprise Partnerships and Network Rail amongst others to deliver the rest of the package. The £320m already secured would be used to:

- > Extend the Midland Metro tram from St George's in Wolverhampton to the city's rail station and from Birmingham New Street to Centenary Square ;
- > Electrify the Walsall to Rugeley and the Coventry to Leamington Spa rail lines ;
- > Build a new rail station and provide services at Kenilworth ;
- > Expand park and ride sites at local rail stations ;
- > Introduce a tram-style bus rapid transit system called SPRINT along the Hagley Road ;
- > Upgrade the area between New Street and Moor Street Stations to create a "One Station" environment ;
- > Improve cycle links.

The schemes are earmarked to be built between 2015 and 2019.



Other schemes in the Local Connectivity Package include capacity improvements on the Snow Hill lines, the introduction of rail passenger services on the Camp Hill line in south Birmingham, Metro tram extensions from Wednesbury to Brierley Hill and through Birmingham's Eastside district to the city's HS2 station and a rapid transit link between the HS2 station at the airport/NEC and Coventry.

Potential funding sources for the schemes include Network Rail's control period 6, the Single Local Growth Fund, Enterprise Zone, private sector developers, local and national government and HS2 Ltd.

The schemes would be delivered over a 10-15 year period, the equivalent of a £167m a year investment in the West Midlands.

The Connectivity Package document is available to download at:

<http://www.centro.org.uk/rail/HighSpeed2.aspx>

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● **Final Agreement on New EU Infrastructure Policy**

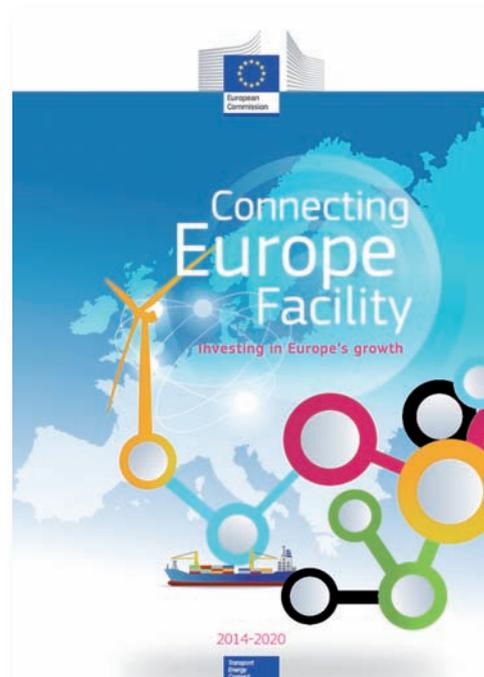
For the period 2014 – 2020, the Commission last October proposed to build a European core transport network by establishing nine new major Corridors: 2 North–South, 3 East–West, and 4 diagonal. Under "Connecting Europe Facility" (CEF), the EU's new funding mechanism supporting the development of high-performing, sustainable and efficiently interconnected trans-European networks in the fields of energy, telecommunications and transport, the Commission has proposed €26.3 billion for TEN-T Infrastructure development of which €10 billion has been earmarked for Cohesion Fund eligible regions.

Reshaping the map of European infrastructures means allowing a smoother and safer circulation of goods and people. In this line, commenting on the opening of new European Corridors, Vice-President Kallas put in mind once again that "Transport is vital to the European economy"

and that the new infrastructure policy will "put in place a powerful European transport network across 28 Member States to promote growth and competitiveness". The existing patchwork of European roads, railways, airports and canals will be turned into a unified trans-European transport network (TEN-T), a real backbone of Europe 's single market, easing connections between Eastern and Western areas.



Following the EC proposal to develop a European core transport network by establishing the abovementioned nine new major Corridors, on 19 November 2013 the European Parliament gave its final green light to the financial package. This impressive project is expected to redefine European geography, accelerating East-West connections and deeply transforming the EU single market thanks to a real free flow of goods and people. The aim of new TEN-T policy is that by 2050 Europe's citizens and businesses will be no more than 30 minutes travel time away from the TEN-T comprehensive network.



The initiative is possible thanks to a € 26.3 billion investment, assigned through "Connecting Europe Facility" (CEF), the EU's new funding scheme promoting high-performing, sustainable and efficiently interconnected trans-European networks. CEF funding mechanism includes €10 billion that would be transferred from the Cohesion

Fund, to be used exclusively in member states eligible for Cohesion Fund money. CEF aims to finance difficult projects that member states would not finance with the Cohesion Fund, of high EU added value, solving cross-border bottlenecks and providing missing links on main European routes. It should ensure sustainable and efficient transport in the long run, optimize the integration and interconnection of transport modes and enhance interoperability, safety and security of transport services. Projects need to be listed in the Annex and projects of the Core Network Corridors.

The European Commission aims to allocate this budget of €10 billion before 2017. Prerequisite is the respect of national binding envelopes from 2014 to 2016: no member state can be allocated more funding for projects than its corresponding allocation.

Co-funding rates of Cohesion Policy (see below) apply on CEF: maximum of 50% for preparatory studies and 40% on cross-border rail projects and bottlenecks.

Types of Projects		All Member States	Member States eligible for Cohesion Fund
Studies (all)		50%	50%
Works on			
Rail	Cross border	40%	80-85%
	Bottleneck	30%	80-85%
	Other projects of common interest	20%	80-85%
Inland waterways	Cross border	40%	80-85%
	Bottleneck	30%	80-85%
	Other projects of common interest	20%	80-85%
Inland transport connections to ports and airports (rail and road)		20%	80-85%
Development of ports		20%	80-85%
Development of multi-modal platforms		20%	80-85%
Reduce rail freight noise by retrofitting of existing rolling stock		20%	20%
Freight transport services		20%	20%
Secure parkings on road core network		20%	20%
Motorways of the sea		20%	20%
Traffic management systems	ERTMS (rail)	50%	80-85%
	Other modes	20%	80-85%
Cross border road sections		---	80-85%

New in the 2014-2020 program is the funding for cross-border missing links creating urban nodes that boost multimodality. It supports business cases for investments in local networks. Olivier Onidi, Director European Mobility Network (DG for Mobility and Transport) said during POLIS-2013 Conference in Brussels on December 5 the Commission takes pride to include in CEF the whole mobility trip by opening funding options for intermodal urban nodes serving the complementarity of the Core Network. Critics saying local authorities now have no more than a consultative voice to the member states on this, while they carry the main burden of financial risks. Mr. Onidi said this could be solved by a strong link to the corridor coordinators. He acknowledged that the plan to implement urban node projects should involve both national as well as regional and local authorities. Also important to highlight are the links between the CEF-programme and the recently launched EU's Framework Programme for Research en Innovation – Horizon 2020", which will enable financial support for research in the field of transport to contribute to the TEN-T policy objectives, in particular new vehicle technologies (ITS) and associated supporting infrastructure.

More information on those websites:

<http://ec.europa.eu/avservices/video/player.cfm?ref=1074497>

<http://ec.europa.eu/transport/themes/infrastructure/connecting/doc/>

<https://ec.europa.eu/programmes/horizon2020/en/newroom/546%20547/>

http://tentea.ec.europa.eu/en/apply_for_funding/follow_the_funding_process/c

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EMTA News is the quarterly newsletter of information of the association of European Metropolitan Transport Authorities, which brings together the public transport authorities responsible for improving the mobility conditions of more than 85 million people living in the main European cities. Editor: R. van der Ploeg.

To receive
this newsletter
by e-mail:
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Agenda

- **HORIZON 2020** is ready to start!
TRANSPORT INFO-DAY 2013 :
Smart, green and integrated transport
18 December 2013 - Brussels, Belgium
http://ec.europa.eu/research/transport/events/infoday2013/index_en.htm
- **ITF Summit "Transport for a Changing World"**
ITF Consultation process
31 January 2014 - Paris, France
www.internationaltransportforum.org/2014
- **Second Exploitation Training**
for participants in EU Transport projects
3 February 2014 - Lyon, France
- **INTERMODES 2014**
6th Event: Sustainable Mobility and Intermodality
6 February 2014 - Brussel, Belgium
www.intermodes.com
- **IT trends and innovations for public transport**
18 - 20 February 2014
Karlsruhe Trade Centre
www.it-trans.org
- **11th symposium:**
Hybrid & electric vehicle
18 - 19 February 2014
Braunschweig, Germany
11th symposium: Hybrid & electric vehicles - call for paper:
<http://www.itsnds.de/pages/en/events/hybrid.php>
- **TRA2014 Conference**
14 - 17 April 2014
CNIT, La Défense, Paris, France
<http://tra2014.sciencesconf.org>
- **EMTA Spring General meeting 2014**
15 - 16 May 2014
Rotterdam, The Hague
- **ITF-Summit**
21 - 23 May 2014 - Leipzig, Germany
<http://2014.internationaltransportforum.org>



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