

News from Europe

● Urban mobility in cities makes its way up on European Commission's agenda

Since January this year, European Commission made broad consultation of stakeholders involved in urban transport with a view to prepare the Green Paper document to shape the European urban transport policy for the next decade. Regular appointments have been made in the form of conferences. The first one on January 31 launched the process of hearings followed by four technical workshops (see EMTA news April 07) and the final conference took place on 4 June. Speaking at the final stakeholder conference, commission Vice President Jacques Barrot stressed again the importance of achieving sustainable urban mobility to overcome the negative impact of congestion and pollution and improve the everyday life of European citizens.

Based on the first outcomes of the consultations, Barrot outlined what could be a frame for urban mobility strategy. He stressed the need for a balance approach between passengers and freight, for an increase use of green propulsion and the development of intelligent transport systems. He suggested the establishment of a European Charter of Rights and Obligations for Citizens using public transport and underlining the benefits of exchange of experiences. He proposed also Erasmus-style exchanges for city planners.

Meanwhile on May 24, the European Ministers responsible for urban and spatial development signed the Charter on Sustainable European Cities so called Leipzig Charter. It was Commission Vice president Margot Wallström who advocated the key role of cities to shape the sustainable future of European citizens – already 80% living in urban areas. Building sustainable cities require new form of partnership between citizens and businesses, the support of local governments and a better co-ordination of EU sectorial transport, social and environmental policies. In keeping with the Lisbon strategy, the Leipzig Charter:

- Emphasizes integrated urban development

policy including better planning and preservation of building heritage, particular attention to deprived areas with the emphasis on innovation in education and training, the strengthening of the local economic potential and strategies of employment particularly geared towards the youth,

- Encourages the development of effective and efficient public transport.
- Stresses once again the recourse to exchange of experience and good practices along with shared knowledge data comparison .

www.eu2007.de/fr/News/download_docs/Mai/0524-AN/070LeipzigCharta.pdf

● Public passenger transport services by rail and road

European Parliament adopted on 10 May 2007 its resolution on 2nd reading on the Council Common Position with a view to the adoption of Regulation of the European Parliament and of the Council on passenger transport services by rail and by road.

The regulation is based on the "controlled competition". The concept stands half way between complete deregulation and a closed market allowing (art 5-2) local authorities to directly award a public service contract in 4 cases:

- When local authority provides the transport service itself or through a distinct entity over which it exercises control (so called internal operator).
- When average value of contract is small (less than €1 mio or less than 300000 km) and in the case of a small or medium sized enterprise (no more than 23 vehicles) thresholds may reach €2mio or 600000 km.
- In the event of immediate risk of disruption of services.
- Where contracts concern transport by rail including suburban trains,

regional trains, long distance trains (with the exception of metro and tramways).

www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//TEXT+TA+P6-TA-2007-0174+0+DOC+XML+V0//EN&language=EN

● Galileo

Galileo satellite navigation system is the European civil alternative to the US Global Positioning System. Galileo is based on a constellation of 30 satellites and ground stations. It will provide information in various sectors among which transport (vehicle location, speed control, guidance system or route searching ...). The €3.6 bn project was supposed to be funded both by public subsidies (1/3 of the amount) and the private sector. The consortium partners (mainly Alcatel, EADS, Thales) have not been able to come to an agreement to establish a legal entity, nominate a leader and present a final concession contract in spite of European Commission pressure.

On June 20 the European Parliament accepted that the project would be financed fully from EU budget but asked the Commission to present a revision of the financial framework before October 2007.

According to initial plans Galileo was supposed to be operational in 2008 but due to serious delays the date might be postponed until 2014.

www.galileo-services.com/news_events/news_events.html

● EURFORUM

EURFORUM held the 2nd stakeholder conference 28 June in Brussels. The aim of the meeting was to validate with the stakeholder the content of the Strategic Research Agenda while drawing the outline of the proposed permanent research body at European level. The final conference of Eurforum will take place on 19 November 2007 in Brussels.

www.eurforum.net/html/

News from the cities

● The future of transport in Greater Manchester

Greater Manchester Transport Authorities GMPTA was given approval for launching a first consultation of stakeholders, on the proposal of a bid to UK Department for Transport for the Transport Innovation Fund (TIF) scheme.

It would be a £3bn package of transport funding and the introduction of a road

congestion charging which would represent the biggest funding of transport scheme outside London.

The extra investment could lead to major changes including Metrolink expansion, improved trains and more frequent and better quality bus services, and considerations about Park and Ride and Yellow School Bus schemes.

The charging system would be shaped to

local needs and charges would go back into funding improvements to public transport

Decision will be taken on July after the consultation, GMPTA will be allowed to proceed with the TIF bid if certain conditions are met, namely there would be no charge before transport systems are significantly improved, charging would only apply where there is congestion, and measures must be acceptable to the public and the business

and support the city region's agreed economic and social plans.

On current projections a system could be in place by 2012.

www.gmpta.gov.uk/

● Transformation of London's overland rail network

MTR Laing has just been selected by the Mayor of London as the franchised operator of the new London Overground services planned by Transport for London (TfL).

London Overground will begin services on 11 November this year operating on what is known as the North London Railway, currently operated by Silverlink Metro. The service, under the overall control of TfL, will bring far-reaching improvements with a total of £1.4 billion of investment in: more staff; new trains; a vastly upgraded service; and refurbished and new stations. Mayor Livingstone will set fares; revenue will be retained by TfL for reinvestment in the transport network.

London Overground will serve 20 of London's 33 boroughs. Its high-frequency metro style services will also operate on the East London Railway when it opens in 2010, following TfL's £1bn extension of the existing East London metro line.



By joining together the North and East London Railways ahead of the 2012 Olympic Games, London Overground will create a new rail artery serving some of the poorest areas of the city and revitalise London's rail services. This will not only create new opportunities and encourage inclusion across London, but it will also be a vital means of increasing capacity on public transport.

www.tfl.gov.uk

● Tramway lines expand in Barcelona

The Trambaix line southwest of the conurbation expanded last April to reach Sant Feliu de Llobregat. The station allows interchange with local bus routes and a 65 slots park and ride facility. The expanded line now 15 km long serves 29 stops of which 3 are interchanges with underground metro and one with suburban trains. The 51,000 passengers per day represent 26% increase over 2006. While the Trambesòs line north east expanded in May with four new stops making a total of 23 stops and 12 km long. Six stations connect with the underground and one with local trains. Traffic on the line already increasing significantly during the year 2006 to attain

17,000 passengers per day (46% up) reaches now 21,000 passengers per day.

The layout of the Trambesòs tracks and the upgrading of the city highway have been carefully planned at the same time allowing a renewal of urban space for pedestrians and cyclist as well and a smooth integration, on a dedicated lane, of the Trambesòs. It also ensures a better commercial speed.

www.atm.cat

● Montréal metro expands to Laval

Greater Montreal area transportation¹ is in the increase with the extension of metro line 2-Orange now reaching the island of Laval serving three new metro stations: Cartier, de la Concorde and Montmorency. The extension built by the AMT and operated by the SMT is considered the most important transit project of the last few years. And the fact that the final cost \$745 million (€514 million) was down from the initial estimate of \$803 million (€554 million) adds to the success of the operation, bringing the amount of works to \$143 million (€98.7) per km which is below the international average.

The extension also triggered the redesign of the bus routes network with a view to better converge upon the three new stations. STL the bus operator actually offers a 18% increase provision with a number of routes raising from 34 to 40.

¹ Greater Montreal covers more than 4000 sqkm comprising the islands of Montreal, Laval and Longueuil and municipalities located on north and south shores of the St Lawrence river.

www.amt.qc.ca

● Brussels public transport on the move

Following extended works since 2005 on the tram network which aimed at redesigning some routes, extending others and creating a new line 4 linking north to south and upgrading the rolling stock with the purchase of Flexity Outlook T300 (189 passengers capacity) and T4000 (258 passengers capacity), the disclosure on 4 June of the new management contract between STIB and Brussels Region reveals even more ambitious objectives.

The aim is to reach 320 million passengers (80% of total Public transport traffic) per year by 2011. The project amounts to €1bn and includes:

- further development of tram lines running on dedicated lanes and increase of commercial speed thanks to UTOPIA a mechanism that gives priority to the tram at traffic light,
- development of bus routes,
- pursuing renewal of rolling stock in purchasing: 5 metro trains, 90 to 130 trams, 281 busses,
- refurbishing of metro stations,
- tariff measures an notably large discount for students 12 to 24 years old (already riding is free under 12 or above 65).

This project together with the recent opening in April 2007 of NOCTIS specific bus services

opened until 3 am on Friday night and Saturday night represent a considerable move in the public transport of the Belgium capital.

www.eurotransportmagazine.com
www.stib.be

● New metro station in Paris

Metro line 14 has been extended to reach 9,2km (previously 7,6km) with the opening of the new station "Olympiades" on 26 June 2007. The project amounted to €111.3.



car RATP

The driverless line is operated from 5:30 am to 1:00 am and from 5:30 am to 2:00 am on Saturdays and on nights before bank holidays.

www.stif-idf.fr

● One step more into fare integration, t+ ticket in Ile de France

The t+ ticket has been launched 1 July 2007, it allows multiple connections between buses or between tramways and buses for a period of time of 1 1/2 hour.

The measure which total cost is €21 mio, will save money to an estimate of 400000 people riding long distances which used to punch one ticket each time they connected from a bus line to another or from a tramline to a bus line.

www.stif-idf.fr

Agenda

- **EMTA General Meeting**
4-5 October 2007
Stockholm
www.emta.com
- **European Transport Conference**
17-19 October 2007
Noordwijkerhout, Netherlands
www.aetransport.org
- **5th international Rail Forum**
13-16 November 2007
Valencia
www.railforum.net
- **EURFORUM final Conference**
19 November 2007
Brussels
www.eurforum.net

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