

News from Europe

● European Commission: Shaping transport policy for the future.

On March 2009, the European Commission launched a reflection process involving stakeholders and transport experts on the future of transport policy. Assessment externally commissioned, of the past ten years transport policies and scenarios for the future drawn with the help of Focus Groups, led to identifying 6 main trends and challenges that will shape the future of transport policy over the coming decades – aging, migration and internal mobility, environmental challenges, the availability of energy resources, urbanisation and globalisation.

On 17 June 2009, Vice President Tajani in charge of transport policy delivered a communication adopted by the Commission. It recalls that the Commission issued in 2001 a White Paper shaping the agenda for transport policy throughout 2010 (revised in 2006) and that the current communication is a follow-up aiming at defining a vision for the future of transport

and mobility until 2020, taking into account scenarios that may possibly arise decades beyond this date.

The message is that transport policy needs to focus on the pursuit of **an integrated, technology-based and user-friendly transport system**. The main conclusions are:

- > European transport policy has helped to provide an efficient mobility system to EU people and businesses. It now has the task of ensuring that this mobility can be sustained in the future;
- > Environmental sustainability, ageing, migration, fossil fuel scarcity, urbanisation, and globalisation are key tendencies in our society and will pose challenges to our system of mobility;
- > Accelerating the introduction of innovative technologies and the full integration of the different transport modes is crucial to meeting those challenges. This in a context in which

transport users and employees, with their needs and rights, are always kept at the centre of policy making;

- > It is important to advance the external projection of European Transport Policy, as a way to ensure further integration with the neighbouring countries and the promotion of Europe's economic and environmental interests in the global context.

The Communication does not include a detailed programme. The vision and ideas put forward are meant to stimulate further debate aimed at identifying possible policy options. Next year this work is expected to give rise to a formulation of concrete policy proposals and to the subsequent adoption of a White Paper.

The consultation of stakeholders is extended to 30 September 2009.

http://ec.europa.eu/transport/strategies/2009_future_of_transport_en.htm

News from the cities

● Refurbishment works at Cádiz Metropolitan shipping terminal

Consorcio de Transportes Bahía de Cádiz has finished the refurbishment works of Cádiz Metropolitan Shipping Terminal for maritime passengers service. The works that amounted to € 2,763,000 were realised by Ute Felipe Castellano S.a.u y Ferrovial Agroman from August 2007 to December 2008 and consisted of:

- > A second pier erection, and the alteration of the old one, allowing the mooring of two ships at the same time.
- > The enlargement and some new arrangement of terminal onshore, that is totally adapted to disabled passengers.

Mooring is made against steel columns, instead of pontoon dock, which have been hammered into the bottom of the harbour.

Embarking proceeds through new metal sheltered gangways that connect the dock with the ship deck. The gangway height adjusts itself depending on the tide

level (like the airport finger system), reducing the maximum slope during the low tide. In this way, embarking process is more comfortable and secure, it takes less time, and passengers are completely covered from meteorological disturbances.



The shipping terminal is composed of wide areas situated under a sloping roof, where a big central hall is situated. At both sides of the hall, there are two air-conditioned

embarking lounges, and five space units for ticket windows, offices, warehouse, toilets and a bike lending service enclosure. The access and exit ways to the ships can be made directly from the central hall, through the embarking lounge (except

bikes and motorbikes), or going around the terminal station inside. Each route is suitably indicated, and it can be modified depending on the number of passengers.

Each embarking lounge is available for 150 passengers and has a curved shape with tempered glass enclosure giving them a great luminosity. They also have seats, air-conditioning and arrivals/departures information displays.

Those works not only improve the travel experience of the passenger with additional comfort, easy access and reduced time for embarking/disembarking but they also improve efficiency of the service in facilitating manoeuvres of docking/un docking and reducing the slope at low tide and use of renewable energy for domestic hot water.

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● **Nottingham City Council joins pteg on 19 May 2009**

Nottingham City Council has joined pteg as an associate member.

Nottingham will join pteg's existing associate members – Strathclyde Partnership for Transport and Transport for London.

Chair of pteg Neil Scales said:

"We are delighted to welcome Nottingham City Council as an associate member of the pteg network. With their excellent tram system, growing public transport use and innovative smarter choices initiatives Nottingham will bring a great deal of valuable experience and expertise to pteg".

"Although pteg policy and direction will continue to be set by the six PTEs and ITAs,



we greatly value the contribution that our associate members make to the professional networks that operate under the pteg umbrella. Having Nottingham onboard will also strengthen pteg's role as Britain's principal centre of excellence for the public sector on urban public transport, and in our leading role in the urban transport policy debate".

pteg - the Passenger Transport Executive Group - brings together and promotes the interests of the six Passenger Transport Executives (PTEs) in England. Nottingham City Council, Strathclyde Partnership for Transport and Transport for London are associate members. pteg sees itself as the driving force behind the development of public transport in the city regions.

www.pteg.net

● **On the best way into the future VBB Verkehrsverbund Berlin – Brandenburg 10 years on...**

On 1 April 1999 a uniform tariff for public transport was introduced in Berlin and Brandenburg. The VBB-Tariff, is used within 41 public and private transport enterprises. Approximately six million people living in the capital region of Germany use since ten years a similar ticket to ride on the whole regional public transport whoever the operator. They may also benefit from attractive tariff offers, like the special ticket for students or the new senior ticket "VBB-Abo 65plus". As a result, in many places, connections and transfer possibilities were improved between bus and railway traffic. The number of passengers increased constantly from 1,04 billion passengers in 1999 up to 1,24 billion passengers in 2008. The revenues increased as well from € 521 million in 1999 up to € 985 million in 2008. These good figures confirm the efforts of the VBB to achieve a public transport system more attractive for both the passengers and the transport enterprises. The suburban traffic in Berlin

and Brandenburg enjoys a high level of service which is confirmed by customer satisfaction surveys, regularly undertaken by the VBB. Competition on the rail contributes also to an improvement of the quality of the public transport network.

VBB called to tender Germany's largest railway network

With an extent of about 22 million train kilometres per year and a volume of around € 1.3 billion Germany's largest call for tenders was started in autumn 2008.

Under the name "Netz Stadtbahn" (metropolitan railway network) 16 regional railway lines, with a contract running-time of 10 and/or 11 years, were tendered out. Operation will start on December 2011 and last until the end of 2022. The federal states (Bundesländer) of Brandenburg, Berlin, Saxonia-Anhalt and Mecklenburg-Western Pomerania have entitled the VBB to launch the tendering procedure.

The preliminary result leads to financial-savings of approximately €50 million per year with simultaneous quality increases. Among other things new measures to accessibility will be realised in the future contracts. CCTV and more service staff will increase security in the trains. The travel time will be reduced in some parts of the network as well as highecapacity offered. All trains will be equipped with air conditioning.



A characteristic of the tendering procedure is that the network, which consist of 4 lots, will be splitted up to at least two enterprises. Herewith the transport authorities want to distribute the financial risk and arrange for more competition on rail for a long time.

On Monday 27 July the tender was approved: the DB Regio AG wins the lots 1 and 3 with a volume of trade of about 15 million train-kilometers per year. Lots 2 and 4 with a volume of trade of about 7 million train-kilometers per year is given to Ostdeutsche Eisenbahn GmbH (ODEG) which belongs among others to the Prignitzer Eisenbahn (Arriva) and the BeNEX (Hamburger Hochbahn, B&B).

VBB will launch an e-ticketing-system in the near future

The VBB made an application for support to

● e-ticketing via mobile phones in Ile de France

A major improvement is going to be offered to passengers of the Ile de France network. It will represent an alternative to ticket machines selling as well as a source of new travel information services, thanks to the Near Field Communication NFC technology that will soon be integrated in the mobile phones enabling to store transport tickets.

The NFC-mobile-phone, is a new generation of mobile phone allowing a short distance radio connection. The mobile phone is equipped with a second antenna which interacts with the surrounding environment enabling to establish NFC connections. When the mobile phone screen is placed near a reader it activates the validation of the transport ticket just as the contactless card would do.



In France, first experiments started in 2006. Since 2008, the participation of the various stakeholders: French government,

the German Ministry for Transport for a new electronic ticketing system called "INNOS". The project is two folded:

- > First, the three integrated public authorities VVO (Dresden and surrounding area), RMV (Frankfurt/Main and surrounding area) and VBB will simultaneously install in INNOG-HGS - a nationwide and interoperable usable operating system. Therefore, the German Ministry for Transport (BMVBS) allocated in close collaboration with the federal states Berlin and Brandenburg 5.7 million €.
- > Second the VBB launches a pilot project of sales engineering infrastructure. The objective is to check electronic tickets and demonstrate the usability of the new system in the

telephone operators, local transport authorities, transport operators, actors from the industrial sector such as telephone makers and chip makers are organizing themselves in a large project to implement the NFC technology to mobile phones across the country. Currently standard specifications for Transport ticketing services are undertaken with the help of GART, the group of French local public transport authorities.



The STIF, for Ile de France region, will coordinate transport operators (RATP, SNCF Transilien and Optile the private bus operators association) and telephone operators (Orange, Bouygues Télécoms, SFR...) with a view to ensure that public service requirements are met in terms of accessibility for all and continuous delivery of the service but also with a particular care to ensure that specific journeys remain anonymous. The objective is to achieve the implementation programme in 2010.

Major benefits are expected from the new service of electronic ticketing by mobile phones. It will enable people:

region Berlin-Brandenburg. Starting in the tariff-zones Berlin ABC and selected urban districts it will then be extended in the whole region of the VBB. The subscribers will get e-tickets and the 41 transport companies will be able to inspect them using check-in-terminal and hand-held unit.

The costs for the first step amount to 3.0 million € (BMVBS and the federal state Brandenburg finance this part of the project). Together with the BVG (public transport company for Berlin), the first eTicket-smartcards will be handed out in April 2011.

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- > to buy and load a transport ticket either from home or from any part of Ile de France before reaching the transport network, sparing the time in queuing up in front of ticket machines and avoiding the risk of missing the next bus or tram;
- > to validate the ticket loaded on the mobile phone in the same way as using a contactless card;

- > to check at any time the information about the tickets loaded: the expiration date and the value of the remaining tickets and also decide about the right ticket to validate in case different ticket fares have been stored.

Other types of services are foreseen such as getting exhaustive information on the tariff fares, downloading a route planner, or reaching the smartest trip fare according to destination and time of day and probably many more developments.

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News from the network

● AENEAS The European project about attaining energy efficiency in the mobility of older people

What is AENEAS about?

AENEAS is a recently started European project (STEER programme), gathering 12 partners from 9 European countries, ranging from public authorities, public transport operators from Donostia – San Sebastián (ES), Kraków (PL), Munich (DE), Odense (DK) and Salzburg (AT) and networks such as EMTA and AGE the European platform representing Older People. It addresses the consequences of demographic change for sustainable mobility in European cities: The EU-25 population aged 50+ is expected to increase from 35% to 49% between 2005 and 2050. While in the past walking and public transport were the most important transport modes among older people, there are currently strong shifts towards the private car. In other words: **Europe is challenged with a car generation growing old.**

At the same time, sustainable travel options lack appropriateness to older people's needs and wishes. Not all of these barriers are related to vehicles and infrastructure: Public transport, cycling, walking and car-sharing are often perceived as unattractive or not suitable, or people simply do not know how to use it properly.

How can public transport authorities benefit?

AENEAS applies exemplary approaches how to address these "soft issues" in the participating cities. This focuses on enabling and encouraging soft measures, such as passenger & staff training, individualised marketing campaigns for older people and awareness raising.

The gained knowledge in AENEAS (and beyond) is promoted via Good Practice Fact Sheets available from the homepage and from ELTIS (www.eltis.org), through a printed study tour catalogue and good practice implementation guide and via dedicated training sessions for European transport practitioners.

Dedicated training workshops

The first AENEAS workshop "Understanding Older People's Mobility" in Kraków (17-18 June) gathered more than 30 transport practitioners from 10 European countries. It was very well received by the participants due to the good mix of theoretical and practical knowledge and high level of interactivity.

The next workshop will take place in Donostia – San Sebastián (ES) on 28-29 October. It focuses on **Safety issues and older people as pedestrians**. In this regard, it will address how (objective and subjective) safety issues in all transport modes can be counteracted in order to prevent accidents, which role walking plays for older people, particularly as a link to Public Transport.

Registration to this workshop is free for EMTA members. You will find further information on www.aeneas-project.eu or write an e-mail to m.fiedler@rupptrecht-consult.eu



Agenda

- **ITS 16th World Congress**
21-25 September 2009
Stockholm, Sweden
Session ES-04 on Urban Mobility Session
22 September 14:00 with the participation of EMTA
www.itsworldcongress.com/
- **UITP workshop**
"European railway legislation and related Technical Specifications" what impact on regional and suburban rail
22 September 2009
Brussels, Belgium
www.uitp.org/
- **EU CO₂**
Emission Performance Standards
1st October 2009
Brussels, Belgium
Enhancing Policy, Collaboration and Innovation
www.awbriefing.com/events/09-10-01.php
- **The Sustainable Railway**
6-7 October 2009
Jönköping, Sweden
www.railwaygazette.com
- **AENEAS workshop**
28-29 October 2009
Donostia – San Sebastian, Spain
"Improving safety in transport and walking for Older People"
AENEAS is a European project funded by EACI.
www.aeneas-project.eu
- **EMTA Workshop**
5 November 2009
Warsaw, Poland
featuring :
 - Public transport in the New Member States strategies and concerns
 - Urban Mobility interacting with the economic sectorwww.emta.com



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